

State if Report is sent on the Machinery of the Vessel..... **Yes**

Survey held at Gothenburg ✓ Date First Survey 30th October, 1947 Last Survey 29th November, 1948.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Motor Tanker "ATLANTIC QUEEN" Machinery fitted aft.

State Type (Full Scantling, Complete Superstructure) Full scantling, Tanker State Type of Erections Poop and Forecastle

State if with freeboard } No
as condition of Class }

Built at.....**Gothenburg**

o. 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)

FEET
560.0

Launched 10th August, 1948 Yard No. 628

Breadth (*greatest moulded*)

B

74.5

Builders **A-B. Götaverken**

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous

132

Owners **Rederi A-B. Monaca**

D ~~Lloyd's~~ ^{deck.} See Sec. 3 (1c)
1st Longitudinal Number (L × D).....=

41.2

Managers Björn Lénberg

2nd Numeral $L \times (B + D)$ =

6479

Managers **Björn Lénb**
(Where necessary to be entered in Reg. Book)

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

—

Residence Kungsbäcksa

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

13 0

Port of Registry Kungsbacka

Do. Long Bridge to }
ton of keel }

—

If surveyed while building, afloat, or in dry dock

Draught Moulded

1

101

While building. Afloat and On Floating Dock.

8.11.48
See letter 24.1.49

200 90 10
685 & 610

PILLARS AND DECKS.

| | IN SHIP. MM. | Any Departure from Approved Plans to be Noted. | IN SHIP. MM. | Any Departure from Approved Plans to be Noted. |
|---|------------------|--|-----------------|--|
| TWO LONGITUDINAL BULKHEADS, XXXXXXXXXXXX plating from top | | | | |
| " XXXXXXXXXXXX | 12.0, 10.0, 10.0 | | | |
| " " " " " " | 11.0, 12.0, | | | |
| " " " " " " | 12.5, 13.5. | | | |
| " in XXXX Tanks " " | | | | |
| Centre Line Bulkhead. Stiffeners and Spacing | -- | | | |
| Plating, thickness of | -- | | | |
| STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells | 2180 x 26 | to outside of sheerstr. Appd. 2160 to inside of d | | |
| " " " " " in way of Bridge | -- | | | |
| " Angle in Wells | Welded | | | |
| Thickness of Plating abreast Deck openings in way of Wells | 25 | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | -- | | | |
| Thickness of Plating within line of openings... | 25 | | | |
| If Sheathed, material and thickness..... | -- | | | |
| Second Deck. Stringer Plate, breadth and thickness in Wells | -- | | | |
| Stringer Plate, breadth and thickness in way of Bridge | | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | | | |
| 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..... | 10.5/10.0/9.0 | | | |
| Plating, Sheathing, material and thickness ... | 6.7/7.5 | 6.5 sheathed 2 1/2" pine. | | |
| Bridge Deck. Stringer Plate, breadth and thickness..... | -- | | | |
| Plating, Sheathing, material and thickness ... | -- | | | |
| Forecastle Deck. Stringer Plate, breadth and thickness..... | 10.5 | | | |
| 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. | | 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..... | 1524 | 30.5 | 23.5 | 23.5 | | | | | | | | |
| „ Dblg. (if any) | 3 & | 21.5 | | | | | | | | | | |
| Bottom Plating, No. of Strakes4..... | 1 & | 22.5 | 23/21 | 15 | | | | | | | | |
| Bilge Plating, No. of Strakes1..... | | 21.0 | — | 13.5 | | | | | | | | |
| Side Plating, No. of Strakes | | 19.5 | 13.5 | 13.5 | 1 vert. strake midsh. 4 strakes at ends | Welded | | 50° | | Welded | | |
| Upper Deck, Sheer- strake in Wells..... | 2300 | 26.0 | 15 | 13.5 | x) | | | | | | | |
| Upper Deck, Sheer- strake in Bridge ... | | — | — | | | | | | | | | |
| Strake below Sheer- strake in Wells | | As side shell | | | x) The sheerstrake was originally approved 2430 mm. | | | | | | | |
| Strake below Sheer- strake in Bridge ... | | — | — | | wide but the reduced height was later approved when | | | | | | | |
| Poop Side Plating..... | | | — | 11.0 | attachment of stringerplate to sheerstrake was altered. | | | | | | | |
| Bridge Side Plating..... | | | — | — | See plan of Welding of stringer to sheerstrake. | | | | | | | |
| Forecastle Side Plating | | | 12.0 | — | | | | | | | | |

WATERTIGHT BULKHEADS.

| | |
|---|----|
| Total No. of W.T. BULKHEADS in Vessel— | |
| Extending to Upper Deck (Sec. 3 c)..... | 14 |
| in Centre Tank XXXXXXXXXXXX | 4 |
| As per Rule..... | -- |

STIFFENERS.

| | Plating Thickness. | VERTICAL. | | HORIZONTAL. | |
|--|-----------------------|------------------|----------|------------------------------|----------|
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, XXXXXXXXXXXX | 10.0 | Vertically corr. | | Top Stringer 2100x10 & 90 | |
| " " XXXXXX " | 12.5 | | | mm. fl. in Wing. | |
| " " XXXXXX " | 13.5 | | | 2100x12 & 200mm. | |
| " " Holds | 9, 10, 10 | | | fl. in Cir Tank | |
| " " (in Hold) Fr. 203 | 11, 13.5 | 225x90x10 | 635 | Bottom String | |
| " " Fr. 15 | 8/10 | 225x90x10 | 450/700 | 1850x12 & 150mm | |
| " " Fr. 10 | 10/20 | 225x90x10 | 450/700 | fl. in Wing, 1852x | |
| " " Fr. 10 | 10/20 | 225x90x10 | 450/700 | x12 & 400x21 mCt | |
| " " Fr. 10 | 10/20 | 225x90x10 | 450/700 | 2 str. & Deep Tk top | |
| " " Fr. 10 | 10/20 | 225x90x10 | 450/700 | Horizontal str | |
| " " Fr. 10 | 10/20 | 225x90x10 | 450/700 | 180x90x10 & 590 mm | |

FORGINGS AND CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
|---------------------------------------|---------------------------|-------------|------------------|--|
| KEEL, Bar | Plate | | | |
| STEM | Plate | | | |
| STERN FRAME { Propeller Post | Shaped Casting. | | | |
| { Rudder " | As per specimen Metals | | | |
| Speed of Vessel | 14.3/4 knots | | | |
| RUDDER—Type | Simplex | | | |
| " A x D x 100 | 2262 | | | |
| " Diam. of head | 370 mm Metals | | | |
| " Mainpiece at top pintle | 370 bearing | | | |
| " heel ... | 360 | | | |
| " how constructed | Welded | | | |
| " double or single plate | Double | | | |
| " coupling, vertical or | Horizontal | | | |
| " horizontal | | | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Open Hearth Process and Electric Furnace Process.**
Bethlehem Steel Company, Bethlehem, Pa., U.S.A., Domnarvets Jernverk, Domnarvet, Sweden.
 Has the Steel been tested as required by the Rules? **Yes**

Rpt. 1*

PARTICULARS OF LONGITUDINAL FRAMING.

| FRAMING. | AMIDSHIPS. | | | XXX | | | Any Departure from Approved Plans to be Noted. | RIVETING. | | | | | | | |
|---|------------|-----|-----|----------|------|------|--|--------------------------------|-------------|--|----------------------------------|-------------------|--|--|--|
| | In Ship. | | | In Ship. | | | | Rivets in Longitudinal Frames. | | Spacing of Rivets on each side of Bulkheads. Inches. | Rivets in Brackets to Bulkheads. | | | | |
| | MM. | XXX | XXX | Ins. | Ins. | Ins. | | Diam. Ins. | Speng. Ins. | | Number. | Diameter. Inches. | | | |
| XXXXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | | |
| XXXXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | | |
| XXXXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | | |
| XXXXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | | |
| No. 1 | | | | | | | | | | | | | | | |
| Bottom | | | | | | | | | | | | | | | |
| Longitudinals | | | | | | | | | | | | | | | |
| " 2 | | | | | | | | | | | | | | | |
| " 3 | | | | | | | | | | | | | | | |
| " 4 | | | | | | | | | | | | | | | |
| " 5 | | | | | | | | | | | | | | | |
| " 6 | | | | | | | | | | | | | | | |
| " 7 | | | | | | | | | | | | | | | |
| " 8 | | | | | | | | | | | | | | | |
| " 9 | | | | | | | | | | | | | | | |
| " 10 | | | | | | | | | | | | | | | |
| " 11 | | | | | | | | | | | | | | | |
| " 12 | | | | | | | | | | | | | | | |
| " 13 | | | | | | | | | | | | | | | |
| " 14 | | | | | | | | | | | | | | | |
| " 15 | | | | | | | | | | | | | | | |
| " 16 | | | | | | | | | | | | | | | |
| of (Amidships | | | | | | | | | | | | | | | |
| nal (At Ends | | | | | | | | | | | | | | | |
| nk Top Longitudinals | | | | | | | | | | | | | | | |
| Bottom | | | | | | | | | | | | | | | |
| tudinals (Amidships | | | | | | | | | | | | | | | |
| (At ends... | | | | | | | | | | | | | | | |
| nsverses. | | | | | | | | | | | | | | | |
| Depth and Thickness | | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | | |
| Lugs to Shell | | | | | | | | | | | | | | | |
| Depth and Thickness | | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | | |
| Lugs to Shell | | | | | | | | | | | | | | | |
| Depth and Thickness | | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | | |
| Lugs to Shell | | | | | | | | | | | | | | | |
| om | | | | | | | | | | | | | | | |
| Any Departure from Approved Plans to be Noted | | | | | | | | | | | | | | | |
| Brackets | | | | | | | | | | | | | | | |
| Transverses | | | | | | | | | | | | | | | |
| ing of Transverses | | | | | | | | | | | | | | | |
| * State if joggled or liners. | | | | | | | | | | | | | | | |
| udinal | | | | | | | | | | | | | | | |
| s of | | | | | | | | | | | | | | | |
| or | | | | | | | | | | | | | | | |
| Bridge Deck | | | | | | | | | | | | | | | |
| Upper | | | | | | | | | | | | | | | |
| Second | | | | | | | | | | | | | | | |
| Third | | | | | | | | | | | | | | | |

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

+ LMC. 11.48 Oil Ewe

Machine cert. the undersigned

| EQUIPMENT No. 66874 | | | | LETTER (J+) K+ | | ANCHORS. | | |
|------------------------|-------------------|------------------------|-----------------------|-----------------------------|-----------------------------------|------------------------|------------|--|
| Number of Certificate. | Anchor. | WEIGHT, EX STOCK. Kgs. | WEIGHT OF STOCK. Kgs. | TEST, PER CERTIFICATE. Kgs. | WEIGHT REQUIRED BY TABLE 53. Kgs. | Description of Anchor. | Makers. | Where and when tested, and Superintendent. |
| 1849 | 1st Bower | 5676 | — | 72781 | — | Stockless | Domnarfvet | Makers' works |
| 1850 | 2nd " | 5648 | — | 72572 | — | " | Jernverk | 19.12.1947 |
| 1851 | 3rd " | 5647 | — | 72566 | — | " | " | S. Walteson |
| | Collective weight | 16971 | — | — | 15800 | — | — | — |
| 1852 | Stream | 1741 | 484 | 32299 | — | 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. |
| | Length. Diam. | Statu- tory. Break- ing. | Supplied. Per Rule. | Length. Diam. | | | | | Length. Cir. |
| 7056 | 168.64 15 | 14396 20156 | 21543 (70060) | 168.64 15 | Stud link | Rammäs Bruk AB | 4.5.48 H.O. Albert | Makers' works | 255 7 |
| 2421 | 442 2 15 | 4396 20549 | 58564 80107 | 605 2 7 8 | " | — | 8.11.48 T. Bulow | Makers' works | 7 6 220 3 |
| | | | | | | | | | 25.7 4 6 220 2 3/4 |
| Iron Stream Chain or Steel Wire | 275 6 | 99.1 — | | 275 6 | | | | | |

Steering Gear, Type (Power or hand) Hastie, Electric Hydraulic Alternative Means of Steering 2 motors and pumps and reserve hand pump.

Steering Chains (Size and Test) — Windlass Steam Boats 4 lifeboats (1 motor)

Ceiling in Holds, thickness and material 2 1/2" pine on 2" battens in dry cargo hold. Cargo Battsens, thickness, material and spacing None

Tank Hatchways. (Upper Deck) 815 x 10.0 Coaming. Stiffened Thickness of Hatches Steel covers, 10.0 mm. with 90 x 12 stiffener.

Size of Hatchways 1520 x 620 — — — — — — — — —

Number of Shifting Beams and/or Fore and Afters Steel hatch covers.

Builder's Signature

AKTIEBOLAGET GÖTAVERKEN

[Signature]

[Signature]

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 Motorship

(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 (where required to be inserted in the Notation).

This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The material and workmanship are good. The ship is constructed to carry petroleum in bulk. The ship is also constructed to carry oil fuel in the double bottom under the machinery, in the oil fuel bunkers situated at each side of the forward end of the machinery space, in the cross bunker immediately forward of the machinery space, in the forward deep tanks, and in the after peak tank. The flash point of the oil fuel is above 150° F. Lubricating oil is carried in the centre portion of the double bottom under the engine. The tanks, cofferdams, bulkheads, decks and watertight doors on deck have been tested in accordance with the Rules. The requirements of Section 20 of the Rules have been complied with where applicable. The freeboards have been verified and the marks cut in on the vessel's sides. The steering gear and windlass have been tested under working conditions on a trial trip.

Convention Freeboard
The amount of Kr. 450:00 Fees applied for, 17/12 1948.

Special Survey Fee Kr. 20630:00 Received by me, — 19 —

Sunday Fees Kr. 300:00

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

I am of opinion the Vessel should be Classed +100A1 Carrying Petroleum in bulk.

State whether the Vessel has been built under Special Survey Yes

Signature [Signature] Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Gothenburg. Date of issue 7/2/49

Committee's Minute FRI. 28 JAN 1949

Character assigned + 100A1 Carrying petroleum in bulk.

Lloyd's ATCP

+ LMC. 11.48 oil Eng.

2 5B 150 lb

O.G.

Machinery cert. the enclosed.

Lloyd's Register Foundation

Write Lot (hr)
Note for S.R.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.)

No sister ship.

Approved plans, forwarded under separate cover:

| | | |
|---------------------|-----------------------|-------------------------------------|
| Midship section (2) | Sternframe and rudder | Welding plan |
| Profile and plans | After Peak | Part main deck at forward pump room |
| Shell and framing | Fore Peak (2) | Welding of stringer to sheerstrake |
| Bulkhead plans (3) | Double bottom in E.R. | Doublings at deck openings |
| Engine room webs | Stem | Centre girder and deck girder |

As fitted plans, forwarded under separate cover:

Midship section (2)
Longitudinal section and plans
Shell expansion

Various material certificates are also being forwarded under separate cover.

Particulars of Swedish tonnages:

| | | |
|------------|---|----------|
| Gross | - | 14668.47 |
| Under deck | - | 13401.93 |
| Net | - | 10796.97 |

Radar:

Type: RCA, Model: CR 101, Serial 4745.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts and seams of shell, deck and bulkhead plating, Frames to shell, Stringers, webs and girders in tanks to shell and bulkheads, Bulkheads to shell, Floors and girders in double bottom aft to shell and tank top.

Electrodes used: OK 50 P, OK 48 P, Fusarc "Seamac", OK Rapid.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Carrying Petroleum in bulk, Electrically welded, Longitudinal framing at bottom and deck, Machinery aft, Cruiser stern, Wireless, Direction finding apparatus Echo sounding device, Radar.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

| | | | | | | | | | | | |
|-----------|------|------|------|------|---------|-------|------|------|------|---------|---|
| 1st Bower | Head | 3483 | S.W. | 1603 | 29.9.47 | Shank | 1855 | S.W. | 1606 | 29.9.47 | ✓ |
| 2nd | | 3500 | S.W. | 1601 | 29.9.47 | | 1810 | S.W. | 1604 | 29.9.47 | ✓ |
| 3rd | | 3499 | S.W. | 1602 | 29.9.47 | | 1810 | S.W. | 1605 | 29.9.47 | ✓ |
| Stream | | 1603 | S.W. | 1607 | 29.9.47 | | | | | | ✓ |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 109.7 ft., R.Q.D. --- ft., Bridge --- ft., Forecastle 79.8 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 9025 Signal Letters S F P N Extreme Breadth over Belting --- Over-all Length 593.5 ✓
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 deck (steel)

Parts of Bottom of Vessel coated with cement or approved composition Cement in Fore and Aft Peaks ✓

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.

| Where Fitted. | Length. | Water Capacity. | Where Fitted. | Length. | Water Capacity. |
|--|---------------------|-----------------|---|----------|-----------------|
| | Feet. | Tons. | | Feet. | Tons. |
| Double bottom, aft, | | | Fore peak XXX | 30.0 | 223.8 |
| Double bottom, under Engines and Boilers, | | | After peak XXX | 28.0 | 512.5 |
| Double bottom, forward F.W. 13-29 | 41.9 | 95.4 | Wing XXX | 16.24 | 513.5 |
| Double bottom, under Engines and Boilers O.F. Fra 30-49 | 51.4 | 319.2 | Deep tank, forward, | 39' 38.2 | 1013.5 |
| Double bottom, forward, | | | Other tanks, if fitted, Cross Bunker | 8.12 | 338.5 |
| Total length (if continuous) and Capacity | 96.0 (incl. Cfom) | | (If necessary furnish further information by sketch.) | | |
| Lubricating oil tanks under engines | 70.3 M ³ | 414.6 | | | |

Order for Special Survey No. 410

Date 31.5.1946.

Dates of Surveys held while building

1947: October 30, December 16, 19, 31, 31. 1948: January 5, 23, 27, 27, 30, 30, February 4
10, 17, 19, 19, 27, 28, March 3, 10, 12, 18, 17, 31, April 2, 7, 13, 14, 16, 20, 26, May 4, 7, 11, 12
18, 19, 19, 20, 25, 31, June 8, 28, July 7, 28, 29, 31, August 5, 10, 10, 17, 23, 25, 25, 26, September
3, 5, 11, 21, 28, 30, October 1, 6, 7, 12, 14, 22, 25, 28, 29, 31, November 1, 2, 2, 2, 4, 5, 6, 7, 8, 10, 11
11, 12, 17, 19, 23, 24, 25, 26, 28, 28, 29.

Total No. of Visits 94