

STEEL STEAMER or MOTORSHIP.

23 JUN 1931

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 *15th June 1931.* Port of *Hamburg* No. *19951*

Survey held at *Kiel* Date First Survey *25th July, 1930* Last Survey *22nd May, 1931.*

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

State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Full Scantling.* State Type of Erections *Peep-Bridge-F.H.*

TONNAGE under Tonnage Deck... *6916.19* CLASS **100 A1* State if with freeboard as condition of Class *Not* Built at *Kiel*

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 428'-3"* Launched *14th March 31. Yard No. 227*

Total *✓* Breadth (greatest moulded) *B 60'-0"* Builders *Deutsche Werke, Kiel A.G.*

Gross Tonnage *7360.51* 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'-0"* Owners *Mörelands Tankrederi A.S.*

Register Tonnage *4360.12* 1st Longitudinal Number (L x D) *= 14390* Managers *Arndt J. Möreland*

REGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) *= 39785* Residence *Arendal*

Length *424'-2"* Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓* Port of Registry *Arendal Norway.*

Breadth *60'-2"* Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.5* If surveyed while building, afloat, or in dry dock

Depth *34'-6"* Draught Moulded *34'-5 1/2" - 8'-5 1/2" = 26'-0"* *yes, stocks, afloat and Dry-dock.*

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	760	✓	✓		Bracket Floors, Frame	90	90	11.5	✓
" " from 1/2 length to Collision bulkhead	685	✓	✓		" " Reversed Frame	150	150	14	✓
" " in peaks	610	✓	✓		" " Vertical Struts		✓		✓
SIDE FRAMING.					Centre Girder, depth and thickness amidships	1490	✓	11.5	✓
Frame Amidships, Angle, [or [	280 90 12	✓	✓		" " top Angles	Double 90 90 13	✓		✓
" " Extends up to	Upper-deck	✓	✓		" " bottom Angles	Double 130 130 12	✓		✓
Reversed Frame Amidships, Angle	✓	✓	✓		Side Girders, No. each side and thickness	2-5	✓	14	✓
" " Extends up to	✓	✓	✓		Margin Plate depth (excl. of flange) and thickness		✓		✓
Depth of Framing Girder	280	✓	✓		" " Vertical Angle to Tank side		✓		✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	✓	✓	✓		Bracket abaft 1/2 len. from stem		✓		✓
" " Second 'tween Decks, Angle, [or [	✓	✓	✓		" " Vertical Angle to Tank side		✓		✓
" " Third " " " "	✓	✓	✓		Bracket forward 1/2 len. from stem		✓		✓
Framing in Peaks, Angle or [	200 90 12.5	✓	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem		✓		✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 x 130	✓	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem		✓		✓
State if Frame Joggled	Joggled	✓	✓		Tank Side Brackets, height above base line at toe of Frame and thickness		✓		✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	3 Web-frames 1070 x 12 3 Stringers 3 Tiers Beams	✓	✓		INNER BOTTOM PLATING.				
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 B-frames strength Bottom Frame Double Extra Intercoastal.	✓	✓		Breadth and thickness of Middle Line Strake	1500	✓	13	✓
SINGLE BOTTOM.					Thickness of remainder in <i>Welds Motor-space</i>	29	✓	13.5	✓
Floors, Depth and thickness at mid-line in	250 90 10	✓	✓		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	✓		✓
Frame Holds	300 90 13	✓	✓		BEAMS.				
Height of Brackets at side above base line at toe of frame	Bulkhead	✓	✓		Uppermost Continuous Deck, amidships in <i>Welds, Angle, E or [</i>	200 90 11	✓		✓
Middle Line Keelson, on Floors, Angles, [or [	125	✓	✓		" " in way of Bridge, Angle, E or [	200 90 11	✓		✓
" " Through Plate or Intercoastal Plate	✓	✓	✓		Spacing	760	✓		✓
" " Foundation Plate on Floors	150 150 14	✓	✓		Second Deck, amidships, Angle, E or [aft	200 75 10	✓		✓
" " Flat Plate Keel Angles	150 150 14	✓	✓		Spacing	760	✓		✓
Side Keelsons, No. each side	250 90 11.5	✓	✓		Third Deck, amidships, Angle, [or [✓	✓		✓
" " thickness of Intercoastal Plate	1400 x 12	✓	✓		Spacing	✓	✓		✓
" " Angles	150 150 14	✓	✓		Fourth Deck, amidships, Angle, [or [✓	✓		✓
DOUBLE BOTTOM, aft:	150 90 12	✓	✓		Spacing	✓	✓		✓
Solid Floors, thickness and spacing	10.5 x 760	✓	✓		Poop Deck, Angle, E or [	180 75 9	✓		✓
" " Are Frame and Reversed Frame joggled?	Rev. Fr. yes	✓	✓		Spacing	130 90 12.5	✓		✓
Bracket Floors, breadth and thickness at middle line	✓	✓	✓		Bridge Deck, Angle, E or [	200 75 11	✓		✓
" " breadth and thickness at margin plate	✓	✓	✓		Spacing	760	✓		✓
					Forecastle Deck, Angle, E or [200 75 10	✓		✓
					Spacing	685 - 610	✓		✓

PILLARS AND DECKS.

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		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.		<i>3 longitudinal Bulkheads.</i>		✓		Stringer Plate, breadth and thickness in way of Bridge		✓		✓	
in 'tween Decks, Size and Spacing		<i>25' 150-75-8</i>		<i>Space 1500-2000</i>		Thickness of Plating abreast Deck openings in way of Wells		<i>9-10-11-5</i>		✓	
" " " " " "		<i>Motor space II 280-11</i>		✓		Thickness of Plating abreast Deck openings in way of Bridge		<i>Not Sheathed</i>		✓	
in Holds		<i>Two Side-Bulkheads 280-90-12</i>		<i>every Frame</i>		Thickness of Plating within line of openings		✓		✓	
" " " " " "		<i>with 2 horiz. stiffeners 150-90-10</i>		<i>ex. 3rd Frame</i>		If Sheathed, material and thickness		✓		✓	
Centre Line Bulkhead.		<i>2 horizontal stringers 650-750-10</i>		✓		Third Deck.					
Stiffeners and Spacing		<i>280-90-12-5</i>		✓		Stringer Plate, breadth and thickness		✓		✓	
Plating, thickness of		<i>2 horiz. stringers 1200-124-10-5-11-5</i>		✓		If Plated, state thickness		✓		✓	
STRINGERS AND DECKS.						Fourth Deck.					
Uppermost Continuous Deck.						Stringer Plate, breadth and thickness		✓		✓	
Stringer Plate, breadth and thickness in Wells		<i>2000 x 16-5</i>		✓		If Plated, state thickness		✓		✓	
" " " " " in way of Bridge		<i>2000 x 21-5</i>		✓		Poop Deck.					
" Angle in Wells		<i>180 180 18</i>		✓		Stringer Plate, breadth and thickness		<i>940 x 9</i>		✓	
Thickness of Plating abreast Deck openings in way of Wells		<i>16-5</i>		✓		Plating, Sheathing, material and thickness		<i>6-5 Oregon</i>		✓	
Thickness of Plating abreast Deck openings in way of Bridge		<i>16-5</i>		✓		Bridge Deck.					
Thickness of Plating within line of openings		<i>12-5</i>		✓		Stringer Plate, breadth and thickness		<i>1040 x 10-5</i>		✓	
If Sheathed, material and thickness		<i>Not Sheathed</i>		✓		Plating, Sheathing, material and thickness		<i>8-5</i>		✓	
Second Deck, aft:						Forecastle Deck.					
Stringer Plate, breadth and thickness in Wells		<i>10-11-5</i>		✓		Stringer Plate, breadth and thickness		<i>9-0</i>		✓	
						Plating, Sheathing, material and thickness		<i>8-5</i>		✓	

SHELL PLATING.

SCANTLINGS.						RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Forw. & aft.</i>			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.			Inches.	Inches.		Inches.	Inches.		Inches.	
FLAT PLATE KEEL	1320	24	19	19	✓	X	Double	28	110	✓	3.	28	110	Double strap.
„ DBLG. (if any)	X	X	X	X		X	X	X	X		X	X	X	X
BOTTOM PLATING, No. of Strakes .....4.....	1500	16.5	16.5	16.5	✓	X	Double	22	88	4	22	88	Lapped.	
	2250													
BILGE PLATING, No. of Strakes .....1.....	2350	16.5	16.5	16.5	✓	X	" "	22	88	4	22	88	do	
SIDE PLATING, No. of Strakes .....4.....	2000	15.5	12	12	✓	X	" "	22	88	4	22	88	do	
UPPER DECK, Sheer- strake in Wells.....	2100	22	12	12	✓	X	" "	28	110	3	28	110	Double strap.	
UPPER DECK, Sheer- strake in Bridge ...	2100	26.5	X	X	✓	X	" "	28	110	3	28	110	do	
STRAKE BELOW Sheer- strake in Wells.....	2000	15.5	12	12	✓	X	" "	22	88	4	22	88	Lapped	
STRAKE BELOW Sheer- strake in Bridge ...	2000	15.5	X	X	✓	X	" "	22	88	4	22	88	do	
POOP SIDE PLATING	X	X	X	13-10	✓	X	Single	22 19	88 70	2	19	65	do	
BRIDGE SIDE PLATING ...	X	13-10.5	X	X	✓	X	Single	19	70	2	19	65	do	
							Treble	25 22	125 88	3	22	88	do	
FORE'C'TLE SIDE PLATING	X	X	10.5	X	✓	X	Single	19	75	2	19	65	do.	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	<i>12 W.T. Bulkheads</i>
" Deck next below	<i>1</i>
As per Rule	<i>yes, as approved.</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Flat keel</i>			
STEM	<i>Forging</i>	<i>260x68</i>	<i>Dortm. Union.</i>	
STERN FRAME	<i>Propeller Bracket Cast.</i>	<i>as appror.</i>	<i>C. Gruson Magdeburg</i>	
	<i>Rudder Post Cast.</i>	<i>as appror.</i>	<i>Krieger Düsseldorf.</i>	
RUDDER—A x D	<i>780</i>	<i>x</i>	<i>x</i>	<i>x</i>
Speed of Vessel	<i>12 Kn</i>	<i>x</i>	<i>x</i>	<i>x</i>
RUDDER mainpiece at head	<i>345</i>	<i>diam</i>	<i>Schichau Elbing</i>	
" " heel	<i>as approved</i>		<i>Deutsche Kielwerke</i>	
" how constructed	<i>Built streamline</i>			
" double or single plate	<i>Double</i>	<i>14</i>	<i>x</i>	<i>x</i>
" coupling, vertical or horizontal	<i>Horizontal as approved.</i>			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper	<i>Middle: 9</i>	<i>5</i>	<i>280-90-12</i>	<i>610-10</i>	<i>3200</i>
" " <i>Second</i>	<i>6</i>	<i>5</i>	<i>150-14</i>	<i>750-10</i>	<i>2950</i>
" " <i>Third</i>	<i>8-5</i>	<i>5</i>	<i>250-90-13</i>	<i>500-10</i>	<i>3200</i>
" " <i>Holds</i>	<i>12-5</i>	<i>5</i>	<i>140-14-13</i>	<i>530-10</i>	<i>2950</i>
COLLISION	<i>7-12-5</i>	<i>5</i>	<i>145-75-10</i>	<i>610</i>	<i>Decks</i>
AFTER PEAK	<i>6-5-12</i>	<i>5</i>	<i>200-90-13-5</i>	<i>610</i>	<i>Stringers.</i>

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	<i>Gutehoffnungshütte-Oberhausen - Hoerder Verein-Herde; Aug. Thyssen-Hamburg; Stahl-Walzwerk Water-Brandenburg; Mannesmann-Düsseldorf; A. Sternberg-Saest.</i>
	Has the Steel been tested as required by the Rules? <i>yes, by the Society's Surveyors.</i>

EQUIPMENT No. <u>43000</u>												LETTER <u>6+</u>	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.
1645	1st Bower	71	2	7	x	x	x	54	15	0	0	Cwts.	Union-Stockless	Dortmund.	Düs. 24.4.31. M. Berg.
1644	2nd "	70	3	16	x	x	x	54	5	0	0	72 1/2	do	Union	Düs. 24.4.31. M. Berg.
1646	3rd "	67	1	13	x	x	x	52	7	0	0		do	Dortmund.	Düs. 24.4.31. M. Berg.
	Collective weight.	209	3	8								207			
1647	Stream	20	2	6	5	3	6	21	5	3	21	20 1/2	Stock anchor	D. U. D.	Düs. 24.4.31. M. Berg.

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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Fathoms.	Ins.	Tons.	Fathoms.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
807	298½	2¾	101½	142½	891	1	24	844¼	300	2⅞	Stud-Link Harrow	Düs. 16.4.31. J. Gompf	TOWLINE...	130	5½	73	130	5½	
x	x	x	x	x	x			x	x	x	Kettenfabr. Dortmund.	x	HAWSERS & WARPS	200	2¾	21	200	2¾	
														200	2¾	21	200	2¾	
		Cir.								Cir.			"						
Iron Stream Chain or Steel Wire	130	5¼	x	66½	x			x	120	5	Steel Wire. Gompf Lengerich	10.4.31.	"	75	14"	48.1	Manila.		

Steering Gear, Steam driven Engine, Telemotor, good. Steering Gear, Hand yes, efficient -

2 Boats Life: 7.50 x 2.50 x 100 good. Steering Chains, Size and Test No Chains - Windlass Steamdriven, good.

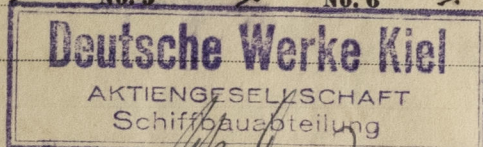
Motor: 6.70 x 1.85 x 0.80

Ceiling in Holds, thickness and material No Ceiling. Cargo Battens, thickness, material and spacing No Cargo-battens -

Cargo Hatchways.-(Upper Deck) Built Steel-plates and angles. Thickness of Hatches All Steel hinged covers. -

Size of No. 1 Hatchway (Forward) 9'0" x 11'10" No. 2 5'11" x 3'11" No. 3 Oil hatches No. 4 x No. 5 x No. 6 x

Number of Shifting Beams and/or Fore and Afters No Shifting-beams. -



Builder's Signature

[Handwritten Signature]

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel no. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo yes. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved and amended 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 Oil in Bulk'. The workmanship is throughout of the best description for this type of vessels, all parts conforming well with each other without use of any packing, and efficiently riveted together. - The Peak-tanks, Deep-tanks, and Double bottom-tanks have been filled and tested as required by the Rules, also Bulkheads and Weather-decks, and all cargo-tanks and Cofferdams have been filled and tested with a pressure of 8'0" above the highest point of tank and were found perfectly tight & sound. - Air & sounding-pipes of all tanks comply with the Rules. - The painting arrangement and strengthening of bottom forward have been carried out as approved and to our satisfaction. All steel material used in the construction of this vessel have been made at works approved and tested by the Society's Surveyors. -

The amount of Entry Fee £ 10 : 0 : 0
Special Survey Fee.... £ 576 : 0 : 9
Travelling Expenses, if any £ 37 : 9 : 3
Freeboard. 13 : 0 : 0

Fees applied for,
4. June 1931
Received by me,
London.

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, Special Survey.

Signature

Surveyor to Lloyd's Register of Shipping.

H.M. Certificate to be sent to Ham Date of issue 30/4/31

Committee's Minute TUE. 30 JUN 1931

Character assigned + 100A1
Carryg. petrol. in Bulk

+ L. MC. 5, 31 C.L.
2 DB. 114 lb. Oil Eng.

Lloyd's A.C.P.

[Handwritten Signature]



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Lloyd's Register Foundation

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 Freeboard approved by the Committee have been marked on Plans sides by the "Norske Veritas" with Norwegian letters. - The draft corresponding to the assigned Summer Freeboard is 26'-0" as given in the Builders Dead-weight and Displacement-Scale. -

Anchors, Cables have been compared with certificates and were found in order. General Equipment and Outfit found satisfactory in all respects. -

Attached:

- 4 approved Plans
- 2 Sections and Profile as built.
- 1 Interim Certificate
- 5 Test certificates. -

R. Griens.

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

1st Bower 1645: Head 4254-48.1.16; Shank 1180-23.0.19; Drop 12'-0"; Düs. 16.4.31 M. Ber.
2nd " 1644: Head: 4253-47.1.17; Shank 1181-23.1.27; Drop 12'-0"; Düs. 16.4.31 M. Ber.
3rd " 1646: Head: 4255-44.3.17; Shank 1182-22.1.24; Drop 12'-0"; Düs. 16.4.31 M. Ber.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92.3 ft., R.Q.D. . ft., Bridge 27.5 ft., Forecastle 34.6 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One Steel Deck. -

Official No. . ; Signal Letters L. J. T. S. Is bottom of Vessel coated with cement no if not gi
particulars of composition Cargo tanks not coated, Motorspace Bitumastic, F.W. Tanks Cement, otherw. Pa

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap Tons
Double bottom, aft,	27.5	71	Fore peak tank,	25.0	249
Double bottom, under Engines and Boilers,	28.0	108	After peak tank,	24.5	189
Double bottom, if under Engines only, Lubr. Oil		28	Deep tank, aft,	10.5	556
Double bottom, if under Boilers only,			Deep tank, forward,	33.5	224
Double bottom, forward,			Other tanks, if fitted, 2 Cofferdams 24'0"	8.0	455
Total capacity of double bottom		207	(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. 136

Date 16th May, 1930.

Dates of Surveys held while building

1930: July 25-Aug. 22-29-Sept. 1-3-12-15-17-22-26-29-Oct. 1-3-6-10-13-15
20-22-24-28-31-Nov. 7-10-12-14-17-21-25-26-Dec. 1-3-5-8-10-12-15-17-19-22
1931: Jan. 2-5-7-9-12-14-16-19-21-23-26-28-30-31-Feb. 2-4-6-9-16-18-20-23-27
March 2-4-6-11-13-30-April 8-10-13-23-27-29-May 4-6-8-11-13-18-20-22 Total No. of Visits 8