

## STEEL STEAMER or MOTORSHIP.

Received at London Office 9 APR 1954

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

April, 1954.

Port of

M A L M Ö.

No.

3325.

Survey held at

M A L M Ö.

Date First Survey

8th June, 1953

Last Survey

31st March,

19 54.

On the

(State if Machinery fitted with and of Single, Twin or Triple Screw)

M/T

"H A V J A R L"

Machinery aft, Single Screw

State Type

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

Full scantling.

State Type of Erections Poop, Bridge, Focle

TONNAGE under Tonnage Deck

9899, 15

CLASS 100A1 carrying petr. in bulk. State if with freeboard as condition of Class

FEET.

Built at M A L M Ö.

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 500.0

Launched 17th Dec., 1953. Yard No. 366.

Total

Breadth (greatest moulded) B 66.5

Builders Kockums Mek. Verkstads A.-B.

Gross Tonnage

11079, 18

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38.8

Owners A/S Havprins

Register Tonnage

6408, 40

1st Longitudinal Number (L x D) =

Managers P. Meyer.

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

REGISTERED DIMENSIONS. FEET.

Length 513.3'

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

Breadth 66.7'

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

Depth 39.3'

Do. Long Bridge to top of keel

Draught Moulded 29.75

Residence Oslo.

Port of Registry Oslo.

If surveyed while building, afloat, &amp; in dry dock

Yes.

## 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.
<b>FRAMES, Spacing amidships</b>	Longitudinal		<b>Bracket Floors, Frame</b>		
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	Framing.		" " Reversed Frame		
" " in E.R.	820		" " Vertical Struts	1210x.60"/.48"	
" " in peaks	610		<b>Centre Girder, depth and thickness</b>	<del>xxxxxx</del>	
" " dry cargo hold	685		" " <del>xxxxxx</del>	E.W. T. & B.	
<b>SIDE FRAMING.</b>			" " <del>xxxxxx</del>		
Frame Amidships, Angle, [ or ]			<b>Side Girders, No. each-side and thickness</b>	3-.72/.44	
" " Extends up to			<b>Margin Plate depth (excl. of flange) and thickness</b>		
<b>Reversed Frame Amidships, Angle</b>			" " Vertical Angle to Tank side		
" " Extends up to			Bracket abaft $\frac{1}{4}$ len. from stem		
<b>Depth of Framing Girder</b>	SEE		" " Vertical Angle to Tank side		
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>			Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " Second 'tween Decks, Angle, [ or ]	REPORT		Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	1*		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
" " in Peaks, Angle or [			<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>			Breadth and thickness of Middle Line Strake	2280x.55	
<b>State if Frame Joggled</b>			Thickness of remainder in Holds	1.31/.55	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	As per		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <del>xxxx</del> space <del>xxxxxx</del>	Yes.	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	approved plans		<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b>		
Floors, Depth and thickness at mid-line in Holds			" " in Wells, Angle, [ or ]		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [ or ]		
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>	As per		Spacing		
" " Through Plate or Intercoastal Plate			<b>Second Deck, amidships, Angle, [ or ]</b>		
" " Foundation Plate on Floors	approved		Spacing	SEE	
" " Flat Plate Keel Angles	plans		<b>Third Deck, amidships, Angle, [ or ]</b>		
<b>Side Keelsons, No. each side</b>			Spacing	REPORT	
" " thickness of Intercoastal Plate			<b>Fourth Deck, amidships, Angle, [ or ]</b>		
" " Angles			Spacing	1*	
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, [ or ]</b>		
<b>Solid Floors, thickness and spacing</b>	.45/.60 820		Spacing		
" " Are Frame and Reversed Frame joggled?	E.W. T. & B.		<b>Bridge Deck, Angle, [ or ]</b>		
<b>Bracket Floors, breadth and thickness at middle line</b>			Spacing		
" " breadth and thickness at margin plate			<b>Forecastle Deck, Angle, [ or ]</b>		
			Spacing		



## PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>			Stringer Plate, breadth and thickness in way of Bridge .....	-	
"    in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells .....	.36" ✓	
"    "    "    "    "	Corrugated		Thickness of Plating abreast Deck openings in way of Bridge .....	-	
"    in Holds    "    "	bulkhead	✓	Thickness of Plating within line of openings...	.38" ✓	
"    "    "    "    "	as approved.		If Sheathed, material and thickness .....	-	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	-	
Plating, thickness of .....	.52"-.42"	✓	If Plated, state thickness.....	-	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	-	
Stringer Plate, breadth and thickness in Wells at poop front	2604 .79" 1.05	✓	If Plated, state thickness .....	-	
"    "    "    "    in way of Bridge	.87	✓	<b>Poop Deck.</b>		
" <del>Stringer</del> Wells .....	E.W.	✓	Stringer Plate, breadth and thickness .....	.34" ✓	
Thickness of Plating abreast Deck openings in way of Wells .....	.79	✓	Plating, Sheathing, material and thickness ...	.30/.34 ✓	
Thickness of Plating abreast Deck openings in way of Bridge .....	.79	✓	<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	.79	✓	Stringer Plate, breadth and thickness.....	.36	✓
If Sheathed, material and thickness .....	-		Plating, Sheathing, material and thickness ...	.36/.30 ✓	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	.36	✓	Stringer Plate, breadth and thickness.....	.40	✓
			Plating, Sheathing, material and thickness ...	.64 in way of hawse under windlass ✓ .36	

## 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.	
	<del>XXXX</del>	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	2070mm	1.04"	1.04"	1.04"								
„ DBLG. (if any)	-	-	-	-								
BOTTOM PLATING, No. of of Strakes ...3.....)		.79"	A. .75" B. .62" C. .56"	.60" .60" .60"								
BILGE PLATING, No. of Strakes .....1.....)		.86"	.74"	.79"								
SIDE PLATING, No. of Strakes .....2.....)		.66"	.56"	.56"								
UPPER DECK, Sheer- strake in Wells.....)	Rad.	1.21"	.56"	.56"								
UPPER DECK, Sheer- strake in Bridge ...)	-	-	-	-								
STRAKE BELOW Sheer- strake in Wells.....)		-										
STRAKE BELOW Sheer- strake in Bridge ...)		-										
POOP SIDE PLATING .....			.58" .46"									
BRIDGE SIDE PLATING ...		.46"										
FORECASTLE SIDE PLATING			.46"	-								
					Seams and		butts are butt welded.					
					Angle of		"V" is about 50°.					

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 12 ✓  
 Extending to Upper Deck (Sec. 3 c) 12 ✓  
 „ Deck next below .....  
 As per Rule .....

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
<b>KEEL, Bar</b> .....		Flat plate keel.		✓
<b>STEM</b> .....		plate as approved.		✓
<b>STERN FRAME</b> {	Propeller Post .....	Fabricated as per appr. plan	A/B Landsver	Landskrona. ✓
	Rudder Post (2) .....	As per	A/S	Strömmens ✓
<b>Speed of Vessel</b> .....		15 knots.		✓
<b>RUDDER—Type</b> .....		Simplex balanced.		✓
„ A × D .....		445		✓
„ Diam. of head .....		300		✓
„ Mainpiece at top pintle .....		—		
„ „ heel .....		—		
„ how constructed .....		Welded.		✓
„ double or single plate .....		Double.		✓
„ coupling, vertical or .....		Horizontal.		✓
„ horizontal .....				

## STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD	Centre Tanks		Corrugated		3 stringers	
	<del>Double bottom</del>	.42 ✓	as approved		As approved	
	Side tanks				3 stringers	
"	<del>Scant</del>	.50/.42	" "		As approved	
"	<del>Hold</del>	"				
"	<del>Hold</del> .....					
COLLISION	(in Hold) ....	60"/.30"	250x90x11.5 4"x3"x.44"	800	Peak tank top.	
			100x65x8		178x89x10	
AFTER PEAK	.....	48"/.36"	150x90x10	800	150x90x10	

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth.  
Fuji Iron & Steel Co., Hirohata Works; Yawata Iron & Steel Co; Vereinigte Österreichische Eisen und Stahl-  
werk, Hüttenwerk, Domnarfvät, Sweden; Sidelon Usine, Belgium; S.A. des Usines Gilson, Belgium.  
 Has the Steel been tested as required by the Rules? Yes.



## 10.

150	75	9	<input checked="" type="checkbox"/>
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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.

first page.



26 APR 1954

EQUIPMENT No 54335

LETTER f +

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.
3436	1st Bower	4381 kgs.	-	62850 kgs.	Cwts.	Union Stockless	Hüttenunion A.G.	Hörde 24.3.52. J.Q.
3437	2nd "	4406 kgs.	-	62850 kgs.		" "	"	" "
3435	3rd "	4401 kgs.	-	62850 kgs.		" "	"	" "
Collective weight		13188 = 259			257 1/2			
3438	Stream	1404 kgs.	351 kgs.	27330 kgs.	206	Union Stock	"	" "

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- Break- ing.	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.		Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
370	550.7	2 1/4"	129.340 kgs.	43712 kgs.	1040	300	2 1/16"	Stud Link	Ramnäs Bruks	Ramnäs Bruks 4.12.52. W.AC.	TOWLINE	130 5 1/2"	90.000	10000 kgs.		
											HAWSERS & WARPS	100	3 1/2"	28.000		
Iron Stream Chain or Steel Wire	120	5"	75.500			120	5"									

Steering Gear, Type (Power or hand) Electric ASEA Alternative Means of Steering Electric ASEA

ing Chains (Size and Test) Windlass Helsingborgs Varfs A.-B. Boats 4 = 2 ordinary.

g in Holds, thickness and material Focle deck: Steel coaming .44 Hatchways.-(Upper Deck) " " .50 Focle deck Cargo tanks Hatchways 3405x3355mm. 1225 mm. No. 3 diameter. No. 4 No. 5 No. 6

r of Shifting Beams d for Fore and Afters

Builder's Signature

KOCKUMS MEKANISKA VERKSTÄDS AKTIEBOLAG

Per Håkberg  
Sven Jorden

RAL 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 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).

This ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved. now forwarded. All modifications or additions to the original approved arrangements made during construction been indicated on the plans and have been approved as being in accordance with or by standards equivalent to the requirements. The plans of Midship Section and Profile & Decks showing the ship as built now forwarded herewith, been checked with the approved arrangements and found in order. The material and workmanship are good. All cargo nks, cofferdams, oil fuel bunkers and daily oil tanks, deep tank forward, all compartments in double bottom machinery space, peak tanks and fresh water tanks aft have been tested by water pressure as required by Rules. icks and watertight bulkheads clear of tank and cofferdams and shell plating of Engine Room have been hose tested. The freeboard markings have been verified and cut in on the vessels sides. The steering gear and windlass have been tested under working conditions with satisfactory results.

The vessel undocked on the 31st March, 1954.

Freeboard  
The amount of Entry Fee ..... Kr. : 790:-  
Special Survey Fee.... Kr. 27.110:-  
Travelling Expenses, if any Kr. : 9:50

Fees applied for,  
8/4 1954.  
Received by me,  
19.

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

I am of opinion the Vessel should be Classed \*100 A1 Carrying petroleum in Bulk.

State whether the Vessel has been built under Special Survey Yes.

Signature James H. Young, L. B. Larm  
Surveyor to Lloyd's Register of Shipping.

Certificate sent to Surveyors' Office Date of issue 28/5/54

Committee's Minute

TUESDAY 11 MAY 1954

Character assigned

+100 A1 Carrying Petroleum in Bulk.

3.54 Mmo.

Lloyds A & CL

+LMC 3.54 Gil Eng. (With Torsional Endorsement)

2 DB 150 cl.

CL

White Xmo (H & M)

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 plans of Midship Section, Profile and Decks and Centre Girder, Bulkheads & Webs showing the vessel "as built" are forwarded herewith, under separate cover, together with the following approved plans:—

1. Midship Section.			
2. Profile and Decks.		P - 4 0 3 Material.	
3. Centre Girder, Bulkheads & Webs.	Item:—		Manufacturers.
4. Double Bottom.	Flat plate keel Nr.10 $\frac{1}{2}$ -84 $\frac{1}{2}$ , PK 2-17, 1.04"		P403 Hüttenwerk, Oberhausen.
5. Rudder.	Bilge plating Nr.42-66, D 1-10, .82"- .86"		Aldur 41, VÖEST
6. Sternframe.	Sheerstrake rounded Nr.29 $\frac{1}{2}$ -72 $\frac{1}{2}$ , J5-22, .76"-1.21"	" "	" "
7. Rudderstock.	" at break of poop Nr.29 $\frac{1}{2}$ -40, .96"-1.21"	" "	" "
8. Oil fuel bunker.	" " " " bridge Nr.55-61, J10-12, 1.21"	" "	" "
9. Webs in cargo oil tanks.	Poopside plating Nr.26-38 $\frac{1}{2}$ , K 9, 10, 17, 18, .54"- .58"	" "	" "
10. Fore peak and collision bulkhead.	Focle.side plating Nr.68 $\frac{1}{2}$ -71, K 6 .63"	" "	" "
11. Shell Expansion.	Deckpl.at break of poop(stringer)Nr.30-40 $\frac{1}{2}$ , HD 103	" "	" "
12. Aft peak.	HD 103A 1.10"		Coltuf 28, Colvilles.
13. Aft end sections.	Deckpl.at break of poop(out of engine casing)		
14. Arrangement of pump room.	HD 104, 105, 1.10", Nr.30-40.		P403 Hüttenwerk, Oberhausen.
15. Fore end sections.	Deckpl.at break of bridge Nr.55-61, HD 102, .87"		Aldur 41, VÖEST
	" " " " focle. Nr.64-67, HD 101, .86"	" "	" "
	Deckpl. at pumproom openings Nr.51-52		
	HD 106 - 108, 1.20"		P403 Hüttenwerk, Oberhausen.

note ship AMPHION. Rpt 3259

PARTICULARS OF ELECTRIC WELDING (if employed) Seams and butts of shell, decks, stringers, tank tops and bulkhead plating are butt welded. Angle of "V" about 50°.

All remaining connections are as approved plan.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Longitudinal Framing; Electrically welded; Cruiser Stern; machinery aft;  
Carrying Petroleum in Bulk; D.F.; E.S.D.; Gyro; Radar.

RADAR:—

Radio-marine, Type C-104.

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

1st Bower	2840 kgs.	J.Q.	3083	10.3.52.
2nd "	2855 "	J.Q.	3084	10.3.52.
3rd "	2820 "	J.Q.	3082	10.3.52.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90.2 ft., R.Q.D. --- ft., Bridge 23.5 ft., Forecastle 66.1 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ---

Official No. --- Signal Letters L A Q K Extreme Breadth over Belting 66.7' Over-all Length 533.2'  
(Circ. 1811) (Circ. 1708)

No. and Material of Decks 1 deck and 2nd deck clear of cargo tanks, steel.

Parts of Bottom of Vessel coated with cement or approved composition Cement in aft peak tank, F.W. tanks and well at aft end of E.R.

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	75.3	164.3	Fore peak tank,	26.0	150
Double bottom, under Engines and Boilers,	—	—	After peak tank,	—	—
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	33.7	673.9
Double bottom, forward,	—	—	Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 187

Date 17.9.51.

Dates of Surveys held while building

8,22,25,30/6; 3/7; 4,5,13,17,22,26/8; 3,8,10,16,25,30/9; 13,22,27,28/10; 6,9,10,12, 13,21,23,26/11; 1,2,3,4,5,7,8,9,10,11,12,13,15,16,17,19,21,22,23,28,29,30/12 - 1953.  
5,12,13,14,18,19,22,25/1; 1,2,3,4,8,12,15,17/2; 10,16,19,25,31/3 - 1954.

Total No. of Visits 72.