

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

On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw)State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)

State Type of Erections *Idle and Poor.*

**TONNAGE under)
Tonnage Deck...)**

CLASS \times 100 A1.
Carrying petroleum in bulk

State if with freeboard } No
as condition of Class }

Built at Göthenburg

Launched 15th Sept. 1934 Yard No. 482

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) }

449.83

Builders A. B. Litavskan

Total

Breadth (*greatest moulded*)

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

.B 59.00

Redon: A/s 4.1.10

Gross Tonnage

8116.17

1st Longitudinal Number (L x D).....

$\therefore = 15960$

Managers *Ludw. G. Brathan*

4893.74

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

42506

(If here necessary to be entered in R. 29, Book.

REGISTERED DIMENSIONS.
FEET.

FEET.

Length

455.5

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

12.67

Port of Registry Oslo

Breadth

59.2

Do. Long Bridge to top
of keel }

—

If surveyed while building, afloat, or in dry dock

Depth

35.9

Draught Moulded

27.40

Building, afloat and dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | IN SHIP. | Any Departure from Approved Plans to be Noted. | | IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|--|--|---|---|--|
| FRAMES, Spacing amidships | 825 | | Bracket Floors, Frame | - | |
| " " from $\frac{3}{8}$ length to Collision bulkhead..... } | 825, 815 & 675 | | " " Reversed Frame | - | |
| " " in peaks..... | 610 | | " " Vertical Struts | - | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness | 2105 * 11½ } 1092 x 13½ } | |
| Side Frame Amidships, Angle, E or F | 250 90 11 | | " " top Angles double | 90 90 12½ | |
| " " Extends up to | Upper deck. | | " " bottom Angles double | 100 90 14 | |
| Bottom Reversed Frame Amidships, Angle | 280 90 12 | | Side Girders, No. each side and thickness ... 2. | 19 x 12½ | |
| " " Extends + to... Long bl'd. | | | Margin Plate depth (excl. of flange) and thickness | 13½ level. | |
| Depth of Framing Girder | 250 & 280 | | " " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem | / | |
| Frames in Uppermost Continuous 'tween Decks, Angle, [or] | ✓ | | " " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem | / | |
| " " Second 'tween Decks, Angle, [or] | ✓ | | " " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem..... | / | |
| " " Third " " " " | ✓ | | " " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem..... | / | |
| Framing in Peaks, Angle, [..... | 230 90 11 | | Tank Side Brackets, height above base line at toe of frame and thickness) see plan. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 22 @ 135 | | INNER BOTTOM PLATING in Motor Room. | | |
| State if Frame Joggled | Bottom frames only. | | Breadth and thickness of Middle Line Strake ... | 2915 x 13½ | |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars) | Deck frames and stringers as per appl. plan. | | Thickness of remainder in Hold | 13½ | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | Back bar on bottom frames, extra girths and increased shell | | Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Boiler and Boiler Room ?..... | Yes. | |
| SINGLE BOTTOM. | | | BEAMS. | | |
| Floors, Depth and thickness at mid-line in Holds | ✓ | | Uppermost Continuous Deck, amidships) 200 90 10½ Centre | | |
| " " Height of Brackets at side above base line at toe of frame | ✓ | | " " in Welle, Angle, E or F) 200 90 11½ Side. | | |
| Middle Line Keelson, on Floor, Angle, E or F { 230 90 13½ } E or F { 300 90 14½ } | | | Spacing | 825 | |
| " " Through Plate (or Intercostal Plate) | 1680 x 12-5 | | Stringer in Wing Tanks | | |
| " " Foundation Plate on Floors | ✓ | | Second Deck, amidships, Angle, E-F | 200 90 10 | |
| " " Flat Plate Keel Angles | 150 150 13 double. | | Spacing..... | 825 | |
| Side Keelsons, No. each side | One each side in Centre tank. | | Third Deck, amidships, Angle, [or] | / | |
| " " depth and thickness of Intercoastal Plate.... | 1680 x 12½. | | Spacing..... | / | |
| " " top Angles of hull angles and to shell | { 320 100 16 single 150 90 14 L in long tanks 150 150 13 } | | Fourth Deck, amidships, Angle, [or] | / | |
| DOUBLE BOTTOM in Motor Room. | | | Spacing..... | / | |
| Solid Floors, thickness and spacing | 11 @ 825 | | Poop Deck, Angle, E or F | 230 90 11 | |
| " " Are Frame and Reversed Frame joggled?..... | Frames only. | | Spacing..... | 825 & 610. | |
| Bracket Floors, breadth and thickness at middle line..... | - | | Bridge Deck, Angle, [or] | / | |
| " " breadth and thickness at margin plate..... | - | | Spacing..... | / | |
| | | | Forecastle Deck, Angle, E or F | 230 90 11 | Apld 200 x 75 x 9 |
| | | | Spacing | 675 & 610 | Lloyd's Reg |

PILLARS AND DECKS.

| PILLARS, No. of Rows..... | IN SHIP. | | Any Departure from Approved Plans to be Noted. | | | IN SHIP. | Any Departure from Approved Plans to be Noted. | |
|---|---------------------------------|-----------------------|--|-------|----------------|----------|--|--|
| | | | | | | | | |
| in 'tween Decks, Size and Spacing..... | | | | | | | | |
| " " " " " " " " | | | | | | | | |
| in Holds " " " " | | | | | | | | |
| 2 Longitudinal Bulkheads. | | | | | | | | |
| Stiffeners and Spacing..... | channels | 220 x 9 x 80 x 12 1/2 | | | | | | |
| Plating, thickness of..... | 10 1/2, 10, 10 1/2, 11 1/2, 13. | | | | | | | |
| STRINGERS AND DECKS. | | | | | | | | |
| Uppermost Continuous Deck. | | | | | | | | |
| Stringer Plate, breadth and thickness in Wells | 1610 | x | 22 | | | | | |
| " " " " in way of Bridge | - | | | | | | | |
| " Angle in Wells | 160 | 160 | 24 | Appd. | 150 x 150 x 20 | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | 20 | | | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | ✓ | | | | | | |
| Thickness of Plating within line of openings... | | 12 | | | | | | |
| If Sheathed, material and thickness | | - | | | | | | |
| Second Deck. Stringer in Wing Tanks | | | | | | | | |
| Stringer Plate, breadth and thickness in Wells... | 1000 | x | 10 | | | | | |
| 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 | | | | | | 9-0 | | |
| Plating, Sheathing, material and thickness | | | | | | 6 1/2 | 2 1/2" O.P. | |
| Bridge Deck. | | | | | | | | |
| Stringer Plate, breadth and thickness..... | | | | | | | | |
| Plating, Sheathing, material and thickness | | | | | | | | |
| Forecastle Deck. | | | | | | | | |
| Stringer Plate, breadth and thickness..... | | | | | | 9-0 | | |
| Plating, Sheathing, material and thickness | | | | | | 9-0 | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | |
|---|-------------------------|-----------------------------|---------------------|---------------------|--|---|---------------------|-------------------------|---------------------------|---------------------|-----------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. State if jogged? <i>sides only.</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. | |
| FLAT PLATE KEEL | 2040 2040 | 25 1/2 25 1/2 | 20 20 | 20 20 | Appl. 2030 1/2 wide. | double | 25 25 | 90-6 90-6 | 3 | 28 28 | 115 115 | double straps. |
| „ DBLG. (if any) | | | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes ^{ABC} 3..... | | 1 @ 20 2 @ 17 1/2 | 15 | 14 | Appl. 17 1/2 | “ | 22 | 90-6 | 3 | 22 | 100 | “ “ |
| BILGE PLATING, No. of Strakes ^{1.0} 1..... | | 17 1/2 | 15 | 14 | | “ | “ | “ | “ | “ | “ | “ “ |
| SIDE PLATING, No. of Strakes ^{EEG} 3..... | EEG | 16 1/2 | 12 | 12 | | “ | “ | “ | 4 | “ | 90 | lapped. |
| UPPER DECK, Sheer-strake in Wells..... | 1425 | 25 | 12 | 12 | Appl. 1480 1/2 wide. | | | | 3 | 28 | 126 | double straps. |
| UPPER DECK, Sheer-strake in Bridge ... | | | | | | | | | | | | |
| STRAKE BELOW Sheer-strake in Wells..... | 1630 | 19 1/2 | 12 | 12 | | (upper edge) | 25 | 90-6 | 4 | 25 | 100 | lapped. |
| STRAKE BELOW Sheer-strake in Bridge ... | | | | | | | | | | | | |
| POOP SIDE PLATING | | | | 10 | | single | 22 | 90-6 | 2 | 22 | 80 | “ |
| BRIDGE SIDE PLATING ... | | | | | | | | | | | | |
| FORECASTLE SIDE PLATING | | | 10 1/2 | | | single | 22 | | 2 | 22 | 80 | “ |

WATERTIGHT BULKHEADS.

| | |
|--|----------------------------------|
| Total No. of W.T. BULKHEADS in Vessel— | |
| Extending to Upper Deck (Sec. 3 c) | 9 + 4 blds in centre tanks only. |
| " Deck next below | 1 (aft peak). |
| As per Rule | 7. |

FORGINGS and CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|------------------------------------|---------------------------------|--------------|---------------|--|
| KEEL, Bar | | | | Flat plate keel |
| STEM | heel piece (upper part plating) | | | Casting as per plan |
| STERN FRAME | Propeller Post | | | " |
| | Rudder | | | " |
| RUDDER—A x D | | 317 1/2 | | Forging |
| Speed of Vessel | | 11 1/2 knots | | |
| RUDDER mainpiece at head | | | | |
| " " heel | | | | Casting as per plan |
| " how constructed | | | | Lindholm |
| " double or single plate | | 11 1/2 | | |
| " coupling, vertical or horizontal | | | | Horizontal |

STIFFENERS.

| | Plating Thickness. | VERTICAL. | | | | HORIZONTAL. | | | |
|------------------------------------|--------------------|------------------------------------|----------|-------------|-----------------------|-------------|----------|-------------|----------|
| | | Scantlings. | Spacing. | Scantlings. | Spacing. | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, Upper tween decks | | | | | | | | | |
| " " Second | | | | | | | | | |
| " " Third | | | | | | | | | |
| " " Holds | 9-10-13 | 220 x 9 x 80 x 12 1/2 | 810 | 3 | Horizontal girders. | | | | |
| COLLISION " (in Hold) | 11 1/2-6 1/2 | 230 x 90 x 11 7/8 and 200 x 75 x 9 | 610 | 3 | girders and knee to | | | | |
| AFTER PEAK | 11-7 1/2 | 200 x 75 x 9 | 610 | 1 | horizontal girder and | | | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). Open hearth process.

S.A. Fabrique de fer de Charroi; John Cockerill; Hauts Fourneaux; d'Esquie Marhaire; Usine de Bendeire; Forges et Acieres de la Marine et d'Homécourt; Des Stahlwerke Hoerder Neuen, August-Thyssen and Dortmund; Gutehoffnungshütte Oberhausen and Colville Co.

Has the Steel been tested as required by the Rules? Yes.

| EQUIPMENT No. | | | | | | | | | | LETTER C+ | 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. |
| 1819 | 1st Bower ... | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons. | cwts. | qrs. | lbs. | Cwts. | Union Stockless | Gotmund Hoerder Antenneisen A.G. | Gotmund. 18.7.34 K.H. |
| 1818 | 2nd „ ... | 74 | 1 | 19 | - | - | - | 56 | 5 | - | - | - | „ | „ | „ |
| 1820 | 3rd „ ... | 75 | 0 | 10 | - | - | - | 56 | 10 | - | - | - | „ | „ | „ |
| | Collective weight. | 224 | 0 | 7 | | | | | | | | 219½ cwt. | „ | „ | „ |
| 1821 | Stream | 22 | 2 | 14 | 6 | 0 | 11 | 22 | 16 | 3 | 14 | 22 | Body, Stocked | „ | „ |

| 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. | Statutory. | Breaking. | Supplied. | | Per Rule. | | Length. | Diam. | | | | | Length. | Cir. | | Length. | Cir. |
| | Fathoms. | Ins. | Tons. | Tons. | Cwts. | qrs. | lbs. | Cwts. | Fathoms. | Ins. | | | | | Fathoms. | Ins. | Tons. | Fathoms. | Ins. |
| 1023 | 301½ | 27/16 | 106.9 | 149½ | 957.2 | | 11 | 890¼ | 300 | 27/16 | stud link Kettnerwerke Schiefer. | Lyne 18.4.34 J.2 | TOWLINE... | 130 | 5¼ | 77.5 | 130 | 5¼ | |
| | | | | | | | | | | | | | HAWSERS & WARPS | 4290 | 3½ | 25.7 | 42100 | 2¾ | |
| | | | | | | | | | | | | | " | 20100 | 2¾ | 15.2 | | | |
| Stream } Steel Wire } | 120 | 4¼ | | 51.5 6x24 | | | | | 120 | 5 6x12 | | | | | | | | | |

Steering Gear, Steam by Donkin & Co.
Steering Gear, Hand Blocks & tackle from quadrant to winch.

Boats 2 @ 26' x 8' x 3'-3" and 1 motor dinghy 18'
Steering Chains, Size and Test ✓
Windlass Steam by Helsingborg Varvs A/B.

Ceiling in Hold, thickness and material 2½" pine on 2" battens
Cargo Battens, thickness, material and spacing None.

Cargo Hatchways.-(Upper Deck) O.T. hatches & (Hole dk) W.T. hatch.
Thickness of Hatches Steel covers.

Size of Hatchways (Forward) 2'4" x 5'6"
Hole 6'7" x 10'4"
No. 3 -
No. 4 -
No. 5 -
No. 6 -

Number of Shifting Beams and/or Fore and Afters -

AKTIEBOLAGET GÖTAVERKEN

Builder's Signature

Per S. Medin

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Yes, (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo - The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The materials and workmanship are good. The vessel has been built in accordance with the approved plans and instructions, the Secretary's letters of various dates and in conformity with the Rules for the class contemplated.

The vessel is constructed to carry petroleum in bulk. The vessel 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 forward deep tank and in the after peak. 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 and decks have been tested in accordance with the Rules and the requirements of Section 20 of the Rules (1933-34) have been complied with where applicable.

The freeboards have been verified and the marks cut in on the vessel's sides.

The amount of Entry Fee sh. : 200.20
Special Survey Fee... sh. : 10.999:17
Subward fee : 345.80
Travelling Expenses, if any £ :

Fees applied for, 15th Dec 1934
Received by me, 27.12.34

We are of opinion the Vessel should be Classed **+100A1** Carrying Petroleum in Bulk.

State whether the Vessel has been built under Special Survey Yes.
H&M Certificate to be sent to Gothenburg Office.
Date of issue 2/1/35

Signatures *S. Townshend* *L. Thernqvist*
Surveyors to Lloyd's Register of Shipping.

Committee's Minute **FRL 21 DEC 1934**

Character assigned **+100A1**
Carrying petroleum in bulk
Lloyd's a+c.p.
+ Limb. 12.34
Oil Eng. C.L.
Im



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.)

This vessel is similar to the same hullers Yard No 438 M/S. "NORDANVIK" Gt. Keel No 8165.

The following plans are now forwarded:—

Midship section

Longitudinal section and plans.

Shell expansion

Aft Peak

Wells in Engine Room.

Double bottom and Engine seating.

Oil Fuel Bunker.

Stem

Fore peak and deep tank.

Star Contra stemframe, Rudder and Propeller (6 plans).

Quadrant

Hills

Midship section as built.

Longitudinal section and plans as built.

Auxiliary steering gear Arrangement.

also Forging and Casting Reports (6) and Mast certificate

| Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test. | | HEAD | | | | SHANK | | | |
|---|---------|------|-------|---------|---------|-------|------|----------|--|
| | | | | | | | | | |
| 1st Bower | 48.2.16 | K.H. | 10335 | 12.7.34 | 25.3.18 | K.H. | 1469 | 12.7.34. | |
| 2nd " | 48.0.14 | K.H. | 10334 | 12.7.34 | 26.1.15 | K.H. | 1467 | 12.7.34. | |
| 3rd " | 49.1.3 | K.H. | 10336 | 12.7.34 | 25.3.7 | K.H. | 1468 | 12.7.34 | |
| Stream | 22.2.14 | K.H. | 10337 | 12.7.34 | | | | | |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101 ft., R.Q.D. — ft., Bridge — ft., Forecastle 59.0 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) 1 Sk (stl)

Official No. — ; Signal Letters L.I.W.U. Is bottom of Vessel coated with cement part, if not give particulars of composition Cement in F.W. & B. tank, fore peak and E.R. bilges.

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | Length. Feet. | Water Capacity. Tons. | Where Fitted. | Length. Feet. | Water Capacity. Tons. |
|--|------------------|--------------------------|--|------------------|--------------------------|
| | | | | | |
| Double bottom, aft, | | | Fore peak tank, W.B. | | 95 |
| Double bottom, under Engines and Boilers, | | | After peak tank, O.F. & W.B. | | 152 |
| Double bottom, if under Engines only {27' O.F. or W.B. } mid. 75.0 | | 209 | Deep tank, aft, O.F. & W.B. (oil fuel bunkers) | 19 | 414 |
| Double bottom, if under Boilers only, {45' F.W. } | | | Deep tank, forward, O.F. & W.B. | 22 | 375 |
| Double bottom, forward, | | | Other tanks, if fitted, | | |
| Sub. Oil tank in Centre under Engines 27' = 26 tons. | | 209 | (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 203

Date 11.12.33

Dates of Surveys held while building

1934: Febr. 13. 15. 21. 26. 28. March 2. 9. 10. 14. 23. April 4. 5. 21. 25. 26
May 1. 8. 9. 17. 22. June 2. 5. 7. 9. 19. 27. 28. 29. July 2. 4. 5. 10. 11. 13. 18. 24. 27. 30. Aug 16
28. 29. 31. Sept. 5. 8. 11. 13. 15. 18. 21. Oct. 5. 9. 10. 13. 17. 20. 24. 29. 30. Nov 1. 2. 3. 5. 6. 10. 12. 21
26. 27. 30. Dec. 1. 3. 5. 11. 12.

Total No. of Visits 74