

## STEEL STEAMER or MOTORSHIP.

Received at London Office 20 SEP 1928

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 *September 15<sup>th</sup> 1928*Port of *Malmö*No. *847*Survey held at *Malmö*Date First Survey *16<sup>th</sup> December, 1927*Last Survey *8<sup>th</sup> September, 1928.*On the *Twin screw motor tanker "POLLUX"**Machinery fitted aft.*State Type *(Full scantling, Complete Superstructure with or without Tonnage Openings)**Full scantling. Carrying Petroleum in bulk.*State Type of Erections *Boys, Bridge & Tele.*

TONNAGE under Tonnage Deck...

*7978.93*CLASS *102A1*State if with freeboard as condition of Class *No*Built at *Malmö*

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 466' 0"*Launched *4<sup>th</sup> Aug, 1928* Yard No. *156*

Total

Breadth (greatest moulded) *B 61' 6"*Builders *Kockums M. V. Aktief.*Gross Tonnage *8741.23*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36' 3"*Owners *Trelleborgs Angf. Nya Aktief.*Register Tonnage *4874.40*1st Longitudinal Number (L x D) *466 x 35.25 = 16426*Managers *E. Malmros*

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

2nd Numeral L x (B + D) *466(61.5 + 35.25) = 45085*Residence *Trelleborg*Port of Registry *Trelleborg*If surveyed while building, afloat, or in dry dock *Building afloat and in dry dock.*

## REGISTERED DIMENSIONS. FEET.

Length *482.70*Breadth *61.90*Depth *36.14*

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.85*

Do. Long Bridge to top of keel

Draught Moulded *27' 0 3/4"*

## 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		Longitudinal Framing See Rpt. 1* Attached.							
"	" from 1/2 length to Collision bulkhead								
"	" in peaks	25"							
SIDE FRAMING.									
Frame Amidships, Angle, [ or ]									
"	" Extends up to								
Reversed Frame Amidships, Angle									
"	" Extends up to								
Depth of Framing Girder									
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]									
"	" Second 'tween Decks, Angle, [ or ]								
"	" Third " " " "								
Framing in Peaks, Angle or [		250	90	M/M					
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		SEE RPT. No. 1*							
State if Frame Joggled									
PANTING ARRANGEMENTS (Sec. 7), state system and particulars		As per approved plans							
STRENGTHENING OF BOTTOM FORWARD. State Particulars		As per approved plans							
SINGLE BOTTOM.									
Floors, Depth and thickness at mid-line in Holds		As approved							
Height of Brackets at side above base line at toe of frame									
Middle Line Keelson, on Floors, Angles, [ or ]									
"	" Through Plate or Intercoastal Plate								
"	" Foundation Plate on Floors								
"	" Flat Plate Keel Angles								
Side Keelsons, No. each side									
"	" thickness of Intercoastal Plate								
"	" Angles								
DOUBLE BOTTOM.									
Solid Floors, thickness and spacing		43"	2'-6"						
"	" Are Frame and Reversed Frame joggled?	Joggled							
Bracket Floors, breadth and thickness at middle line		None							
"	" breadth and thickness at margin plate								
Bracket Floors, Frame									
"	" Reversed Frame								
"	" Vertical Struts								
Centre Girder, depth and thickness amidships		75"	53"						
"	" top Angles	90	90	14					
"	" bottom Angles	130	130	155					
Side Girders, No. each side and thickness		3	51"	43"					
Margin Plate depth (excl. of flange) and thickness			55"						
"	Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Tank top level.							
"	Vertical Angle to Tank side Bracket forward 1/4 len. from stem								
"	Gussets, spacing and scantling abaft 1/4 len. from stem								
"	Gussets, spacing and scantling forward 1/4 len. from stem								
Tank Side Brackets, height above base line at toe of Frame and thickness		With Transverses							
INNER BOTTOM PLATING, Motor Room									
Breadth and thickness of Middle Line Strake		54 1/2"	53"						
Thickness of remainder in Holds, Motor Room		53"	55"						
Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?		Yes							
BEAMS.									
Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]									
"	" in way of Bridge, Angle, [ or ]								
Spacing									
Second Deck, amidships, Angle, [ or ]		Longitudinal Framing See Rpt. No. 1*							
Spacing									
Third Deck, amidships, Angle, [ or ]									
Spacing									
Fourth Deck, amidships, Angle, [ or ]									
Spacing									
Poop Deck, Angle, [ or ]									
Spacing									
Bridge Deck, Angle, [ or ]									
Spacing									
Forecastle Deck, Angle, [ or ]									
Spacing									



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## 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.	
				M/M	M/M	M/M	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
																Ins.	Ins.			Inches.	
Framing of $\Delta$ , $\square$ or $\nabla$ .....																					
Frames in Bridge 'tween Decks .2				160	70	10															
Frames from Uppermost Continuous Deck No. 13				220	85	11.5										7/8"	5 1/4"	3 1/2" APP in Doubling	6 @ 3		
" 27				"	"	"										"	"	"	"		
" 37				250	90	12.5										"	"	"	"		
" 47				270	90	13										"	"	"	"		
" 57				280	90	13.5										"	"	10 @ 4" IN DOUBLING	3 1/2		
" 67				12" x 3 1/2" x 3 1/2" x .50"												"	"	10 @ 4"	"		
" 77				12" x 3 1/2" x 3 1/2" x .50"												"	"	"	"		
" 87				12" x 3 1/2" x 3 1/2" x .60"												"	"	"	"		
" 97				"												"	"	10 @ 3"	"		
" 107				12" x 3 1/2" x 3 1/2" x .625												"	"	"	"		
" 117				15" x 4" x 4" x .63												"	"	"	"		
" 127				"												"	"	"	"		
" 137				17" x .44" PLATE 90" x 90" x 11" M												"	"	"	"		
" 14																"	"	"	"		
" 15																"	"	"	"		
" 16																"	"	"	"		
Spacing of Longitudinal Frames				30"																	
At Ends .....				30"																	
Deep Tank forward				M/M	M/M	M/M															
Double Bottoms				250	90	127															
Bottom																					
Spacing of Longitudinals				32"																	
At Ends...																					
Transverses.																					
In Bridge				15" x .38																	
'tween Decks				90 90 10																	
Lugs to Shell				75 75 9.5												3/4"	3 3/8"				
In Upper 'tween Decks.				33" x .40"																	
Face Angles				90 90 10																	
Lugs to Shell				90 90 10												7/8"	4"				
In Hold.				66" - 48" .48" INCREASED AT END FOR SHEER.																	
Face Angles				170 90 11.5																	
Lugs to Shell				150 150 12												2 ROWS.	7/8"	4"			
Back Bars																					
Brackets																					
Spacing of Transverse Frames				11'-6" 8'-0" FRAM BULK.																	
State if jogged or liners.																					
Longitudinal Beams of $\Delta$ , $\square$ or $\nabla$				160 70 8.5																	
Upper				200 85 10.5																	
Second				220 75 10																	
Third				200 85 11																	
Spacing.				32"-36"																	
Plate.				27"-33"																	
Angles.				27"-30"																	
In Ships.				12" x 38" 150 x 90 x 10																	
As approved.				12" x 40" 170 x 90 x 11																	
Plate.				19" x 40" FLANGE																	
Angles.				26" x 42" 170 x 90 x 14																	

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

002109-002118-0193 <sup>2</sup>/<sub>3</sub>

Lloyd A. C. F. + J. M. C. G. 28



STBD.  
PORT  
SPARE

EQUIPMENT No. 46579.5

LETTER *L+*

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
1191	1st Bower ...	81	3	0	<div></div>	<div></div>	<div></div>	60	5	0	0	81-1-0	Holl's Patent	N.K.A.F.	ROT. 3-5-28. P.F.W.
1192	2nd " ...	81	2	0				59	2	0	0		"	"	" " "
1210	3rd " ...	69	2	0				54	15	0	0		"	"	ROT. 27-6-28. P.F.W.
	Collective weight.	232	3	0								232-0-0			
	Stream .....	29	2	4	7	2	0	28	12	0	0	23-2-0	Common Stock.	N.K.A.F.	ROT. 23-8-28. P.F.W.

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.		Length.	Cir.
1637	150	2 1/2	112 1/2	157 1/2	490-0-0	✓				Stud link	N.K.A.F.	ROT. 5-3-28 P.F.W.	Ext. Reule SW	130	5 1/2	88	130-5 1/2	
1701	135	"	"	"	437-2-0	✓				"	"	" 1-6-28 "	HAWSERS & WARPS SW	4x100	2 3/4	15.5	4x100-2 3/4	
1709	15	"	"	"	48-2-0	✓	940-0-0	300	2 1/2	"	"	" 12-6-28 "	HEMP	2x120	10			
Iron Stream Chain-Steel Wire	120	4 3/4		65.5	-	-	-	120	4 3/4	Ext. Reule	✓			4x120	9			

Steering Gear, ~~Steam~~ *Electric, Atlas work, Bremen*      Steering Gear, ~~Hand~~ *Atlas work, Bremen*  
Boats *4 lifeboats, 1 jolly*      Steering Chains, Size and Test *None.*      Windlass *Sham, Helsingborg Tams. & Sjöströms AB, Hög.*  
Ceiling in Holds, thickness and material *2 1/2" 2 clear off t. wood*      Cargo Battens, thickness, material and spacing *2" wood 9" apart*  
Cargo Hatchways, (Upper Deck) *20" main tanks*      Thickness of Hatches *Steel covers (O.T.) 50"*  
Size of No. 1 Hatchway (Forward) *11' 3" x 10' 8"*      No. 2      No. 3      No. 4      No. 5      No. 6  
Number of Shifting Beams and/or Fore and Afters *Fore hold, Gas tight steel cover.*

KOCKUMS MEKANISKA VERKSTAD  
AKTIE-BOLAG

Builder's Signature

*G. Munt*

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 *Tanker*. 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 plans and Secretary's letters, and the Rules of the Society.*

*The workmanship is good.*

*The vessel is intended to carry Petroleum in Bulk, the oil tanks, oil fuel deep tanks and bottom tanks also lubricating oil tanks, cofferdams and peak tanks have been tested as required by the Rules and found tight.*

*The weather decks clear of the oil tanks have been tested with water from a hose and found tight.*

*Sister ship to No 155 - Castor*

The amount of Entry Fee ..... \$ *Nr. : 200:20*  
Special Survey Fee... \$ *Nr. : 11425:83*  
*reboarded* *Nr. : 254:80*  
Travelling Expenses, if any \$ *Nr. : 124:00*

Fees applied for,  
*15th Sept. 1928.*  
Received by me,  
*30.10.28*

I am of opinion the Vessel should be Classed *+ 100A1*  
*Carrying Petroleum in Bulk*  
*Longitudinal Framing.*  
*Practically system.*  
*Cruiser stern.*

Signature *Arnt B. Seaver, Asunder*  
Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey *Yes.*  
Certificate to be sent to *Surveyor's Office, Mahmo.* Date of issue *28/9/28*

Committee's Minute *FRI. 28 SEP 1928*

Character assigned *+ 100A1 Carrying Petroleum in Bulk*

*Lloyd's A+C*

*+ L.M.C. 9:28*

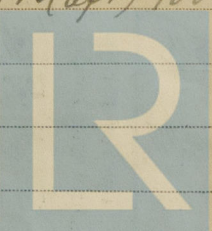
*Oil Engine*

*25 B 170 lb*

*1st B (aft) 100 lb*

*Wike X*

*My*



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Lloyd's Register  
Foundation

002109-002118-0193 3/3



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.)

List of approved plans forwarded under separate cover:—

Midships Section  
Profile and deck plans  
Stern Post and Rudder  
After Peak Bulkhead  
Table of channel sections  
Transverses in pump room  
After end sections  
Riveting in doublings and wide overlaps  
Steering engine seating  
Section in motor room  
After end sections and plans  
Section and plan of long overlaps of bottom plating  
Shell expansion  
Double bottom and motor seating  
Oil Fuel Bunker

Plan showing amendments in way of motor casing and hatch &  
Airtight cargo hatch to dry hold  
Proposed outline of transverse and longitudinal stiffeners  
Shaft Brackets  
Spectacle frames and shaft supports  
Fore Peak Bulkhead.

Certificates:—

Stern frame  
Rudder  
Propeller Brackets  
Rudder Quadrant  
5 in all.

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

1st Bower 48-3-5 M.A.B. 838 6-4-28  
2nd „ 47-3-18 M.A.B. 836 6-4-28  
3rd „ 44-1-17 F.B. 2016 30-5-28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.25 ft., R.Q.D. ✓ ft., Bridge 35.5 ft., Forecastle 39.75 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) 2 deks (stl) and web frames.

Official No. Signal Letters Is bottom of Vessel coated with cement No if not give  
particulars of composition only in fore and after peak tanks and in well at after end of motor space.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Lubricating oil	✓	25	Fore peak tank,	23	151.6
Double bottom, under Engines and Boilers,	60	223.4	After peak tank,	26.25	189.9
Double bottom, if under Engines only,			Deep tank, aft, Cargo bunker	10	525.4
Double bottom, if under Boilers only,			Deep tank, forward,	38.25	298.1
Double bottom, forward,			Other tanks, if fitted,		
			(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. 53

Date

January 14<sup>th</sup> 1927

Dates of Surveys  
held while building

16/12, 20/12, 22/12, 24/12, 1927. 21/1, 31/1, 5/1, 9/1, 10/1, 17/1, 18/1, 19/1, 20/1, 23/1, 24/1, 1/2, 3/2, 6/2, 7/2, 8/2, 10/2, 21/2, 23/2, 2/3, 5/3, 12/3, 13/3, 19/3, 21/3, 22/3, 23/3, 24/3, 27/3, 28/3, 30/3, 1/4, 17/4, 23/4, 24/4, 27/4, 27/4, 28/4, 30/4, 3/5, 3/5, 4/5, 5/5, 7/5, 8/5, 9/5, 14/5, 14/5, 16/5, 22/5, 23/5, 25/5, 30/5, 31/5, 1/6, 1/6, 4/6, 6/6, 7/6, 8/6, 9/6, 10/6, 12/6, 13/6, 14/6, 15/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 30/6, 31/6, 1/7, 1/7, 8/7, 11/7, 11/7, 13/7, 13/7, 15/7, 16/7, 17/7, 19/7, 20/7, 21/7, 22/7, 24/7, 25/7, 26/7, 27/7, 30/7, 31/7, 1/8, 1/8, 8/8, 9/8, 11/8, 13/8, 14/8, 15/8, 17/8, 20/8, 21/8, 22/8, 23/8, 25/8, 30/8, 31/8, 3/9, 7/9, 7/9, 8/9, 1928.

Total No. of Visits 123