

STEEL STEAMER or MOTORSHIP.

Received at London Office..

21 NOV 1930

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *20th November 1930* Port of *Sunderland*No. *30504*Survey held at *Sunderland*Date First Survey *27 November 1929* Last Survey *17 November 1930*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw "THORSHAVN"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Oil Tanker in accordance with the Rules for Oilers*State Type of Erections *Poop, Bridge & Sels.*TONNAGE under
Tonnage Deck... *6364.63*CLASS *100A1* carrying Petroleum in bulk Longitudinal framing. State if with freeboard as condition of Class *no*Built at *Sunderland*

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 143.4.0*Launched *October 8th 1930* Yard No. *710*

Total

Breadth (greatest moulded) *B 54.0*Builders *Sir James Laing & Sons Ltd*Gross Tonnage *6448.54*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 33.345*Owners *Bryde & Dahl, Kvalfangersekskap A/S*Register Tonnage *4044.90*1st Longitudinal Number (L x D) *= 14484.45*Managers *A/S Thor. Dahl*

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

2nd Numeral L x (B + D) *= 39222.75*Residence *Sandefjord, Norway*REGISTERED DIMENSIONS.
FEET.Framing Depth "d," at middle of length. See Sec. 3 (1d) *21.58*Length *143.3*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13*Port of Registry *Sandefjord*Breadth *54.2*Do. Long Bridge to top of keel *✓*

If surveyed while building, afloat, or in dry dock

Depth *33.4*Draught Moulded *25.118*Building *& afloat.*

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			Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead.....	Longitudinal framing		" " Reversed Frame		
" " in peaks.....	24		" " Vertical Struts		
" " in engine space	30		Centre Girders , In engine space, aft depth and thickness amidships	65 x 50	
SIDE FRAMING.			" " top Angles	3½ 3½ 52 50	
Frame Amidships, Angle, [or]			" " bottom Angles	4 4 58 56	
" " Extends up to	Longitudinal framing		Side Girders , No. each side and thickness	Three 42	
Reversed Frame Amidships , Angle	see attached list.		Margin Plate depth (excl. of flange) and thickness	9 x 51	
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks , Angle, [or]	9 3½ 38 NBS. web frames		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" " Second 'tween Decks , Angle, [or]	42 x 48 and 10 3½ 60 NBS. face angles		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		
" " Third " " "			Tank Side Brackets , height above base line at toe of Frame and thickness		
Framing in Peaks , Angle or [8 3½ 46 NBS.		INNER BOTTOM PLATING , In eng. space		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	see attached list.		Breadth and thickness of Middle Line Strake	49 x 51	
State if Frame Joggled			Thickness of remainder in Holds	1.25 - 51	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	3 stringers 36½ x 35 with beams 10 3½ 52 NBS. transverse pl. as approved abaft Coll. bld. thickness of shell bottom to all bld. girders in deck tank as app. 6 x 8 x 42		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	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			BEAMS.		
SINGLE BOTTOM. in Fore DEEP.			Uppermost Continuous Deck , amidships in Wells, Angle, [or]		
Floors, Depth and thickness at mid-line in Holds	36 x 42		" " in way of Bridge, Angle, [or]		
Height of Brackets at side above base line at toe of frame	✓		Spacing		
Middle Line Keelson , on Floors, Angles, [or]	48 - 35 NBS.		Second Deck , amidships, Angle, [or]	Longitudinal framing	
" " Stiffeners Through Plate or Intercoastal Plate	10 3½ 50 NBS. 7 3½ 44 NBS. webs 24 x 40 as approved		Spacing		
" " Foundation Plate on Floors			Third Deck , amidships, Angle, [or]		
" " Flat Plate Keel Angles	4 x 4 x 58 62		Spacing		
Side Keelsons , No. each side	Two		Fourth Deck , amidships, Angle, [or]		
" " thickness of Intercoastal Plate	42		Spacing		
" " Bulk Angles	8 3 40		Poop Deck , Angle, [or]	10 3½ 44 NBS.	
DOUBLE BOTTOM. in Engine Space aft.			Spacing	48	
Solid Floors , thickness and spacing	42 x 30		Bridge Deck , Angle, [or]	6½ 3 34 NBS.	
" " Are Frame and Reversed Frame joggled?	yes		Spacing	35	
Bracket Floors , breadth and thickness at middle line	✓		Forecastle Deck , Angle, [or]	10 3½ 44 NBS.	
" " breadth and thickness at margin plate	✓		Spacing	48 x 53	

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.
PILLARS , No. of Rows..... <i>Three</i>									
" <i>fell</i> in/tween Decks, Size and Spacing.....	<i>3 dia. on alt beams</i>								
" <i>Bridge</i> " " " "	<i>2 3/4 " " " "</i>								
" <i>Poop</i> in Holds " " "	<i>Junk casing 26 as app'd and 2 3/4 " dia. @ 148"</i>								
" " " " " "									
Centre Line Bulkhead.									
Stiffeners and Spacing.....	<i>NBS 10 3 1/2 49 to 4 3 35</i>								
Plating, thickness of <i>50-38</i>	<i>web webs 33 2 3/2 62 webs increased for sheer at ends</i>								
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	<i>81 x 62 - 44</i>								
" " " " in way of Bridge	<i>81 x 44</i>								
" Angle in Wells	<i>6 6 66</i>								
Thickness of Plating abreast Deck openings in way of Wells	<i>58, 54-46 in way of oil 36 clear of oil 44 Pump Room 62 50 36 under Poop</i>								
Thickness of Plating abreast Deck openings in way of Bridge									
Thickness of Plating within line of openings.....									
If Sheathed, material and thickness									
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	<i>44 x 45</i>								
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	<i>44 - 42 x 36</i>								
Plating, Sheathing, material and thickness	<i>34 30 26</i>								
Bridge Deck.									
Stringer Plate, breadth and thickness.....	<i>41 x 42</i>								
Plating, Sheathing, material and thickness	<i>32 - 26</i>								
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	<i>35 x 36</i>								
Plating, Sheathing, material and thickness	<i>34</i>								

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>no</i>	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.		
FLAT PLATE KEEL	<i>52</i>	<i>94</i>	<i>44</i>	<i>44</i>		<i>Double</i>	<i>1</i>	<i>4</i>	<i>5R to 4R</i>	<i>1</i>	<i>4½</i>	<i>lapped</i>	
„ DBLE. (if any)													
BOTTOM PLATING, No. of Strakes <i>4</i>	<i>3-83</i> <i>1-54½</i>	<i>64</i>	<i>62</i>	<i>50</i>		<i>Double</i>	<i>7/8</i>	<i>3½</i>	<i>4R to 3R.</i>	<i>7/8</i>	<i>3½</i>	<i>lapped</i>	
BILGE PLATING, No. of Strakes <i>one</i>	<i>66</i>	<i>64</i>	<i>64</i>	<i>54</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>4</i>	<i>3-66</i> <i>1-60</i>	<i>61</i>	<i>46</i>	<i>46</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>60</i>	<i>88</i>	<i>46</i>	<i>46</i>		<i>"</i>	<i>1</i>	<i>4</i>	<i>5R to 3R</i>	<i>1</i>	<i>4½</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>60</i>	<i>103</i>				<i>"</i>	<i>1½</i>	<i>4½</i>	<i>"</i>	<i>1½</i>	<i>5½</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>42</i>	<i>42</i>	<i>46</i>	<i>46</i>		<i>"</i>	<i>7/8</i>	<i>3½</i>	<i>4R to 3R</i>	<i>7/8</i>	<i>3½</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>"</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	
POOP SIDE PLATING		<i>40</i>				<i>Single</i>	<i>7/8</i>	<i>3½</i>	<i>1R</i>	<i>7/8</i>	<i>3½</i>	<i>lapped</i>	
BRIDGE SIDE PLATING ...		<i>42</i>				<i>Double</i>	<i>¾</i>	<i>3</i>	<i>2R.</i>	<i>¾</i>	<i>2½</i>	<i>"</i>	
FOREC'TLE SIDE PLATING			<i>42</i>			<i>Single</i>	<i>7/8</i>	<i>3½</i>	<i>1R</i>	<i>7/8</i>	<i>3½</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *10*" Deck next below *6 to upper deck and 2nd deck.*As per Rule *10 and as app'd.*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>✓</i>			
STEM	<i>Rolled steel.</i>	<i>10 1/2 x 23 1/2</i>		
STERN FRAME { Propeller Post	<i>Forging</i>	<i>10 3/4 x 11 1/2</i>	<i>Sld Forge</i>	<i>10 3/4 x 11 1/2</i>
{ Rudder "		<i>11 1/2 x 6 1/2</i>	<i>Sld Forge</i>	<i>11 1/2 x 6 1/2</i>
RUDDER—A x D		<i>101.44 x 3.125 = 504.5</i>		
Speed of Vessel	<i>1 1/2 knots</i>			
RUDDER mainpiece at head ...	<i>stock forging</i>	<i>11 1/2</i>	<i>Sld Forge</i>	
" " heel ...	<i>forging</i>	<i>14</i>	<i>Sld Forge</i>	
" " how constructed	<i>10 1/2</i>	<i>Sld Forge</i>		
" " double or single plate coupling, vertical or horizontal	<i>Forged x arms shrunk on.</i>			
	<i>Double, 60 x 50</i>			
	<i>Horizontal</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth process.**Cargo Steel + Iron 62, Dorman Long + 62 L12, Bolchow Vaughan 102 L12, South Durham 62 L12, Consell Iron 62 L12,*Has the Steel been tested as required by the Rules? *yes*

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.)

Transverse framing after end. Stern frame & transverse, Tank top plating etc. in machinery space. After peak bulkhead, after Cofferdam & Oil fuel bunkers, after & fore end pumping. After end framing web strainers etc. Riveting list. Bulk freight. Fore peak chainlocker. Transverse framing in fore deep & fore hold. Forward Cofferdam bulkheads, C. & S. Quadrant filler, together with midship section. Profile & decks as built and 6 Forging & casting certificates.

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

1st Bower 51.5.21 including pin, M.K. 114. 12.6.30.
2nd „ 51.2.21 - - M.K. 114. 12.6.30.
3rd „ 39.1.0 - - T.O. 440, 26.3.30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101.8 ft., R.Q.D. ✓ ft., Bridge 32.0 ft., Forecastle 44.1 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 dks (sk) web frames longitudinal framing.

Official No. : Signal Letters

Is bottom of Vessel coated with cement no if not give

particulars of composition except in peaks Pump Room. Feed water & dry tanks in Engine Room & cofferdams where Portland cement is fitted.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	25.0	263
Double bottom, under Engines and Boilers, {ad water	22.5	336	After peak tank,	14.0	103
Double bottom, if under Engines only, {oil fuel	32.5	140	Deep tank, aft,	✓	-
Double bottom, if under Boilers only, {dry	10.0	-	Deep tank, forward,	33.12	424.5
Double bottom, forward,	15.0	-	Other tanks, if fitted,	✓	-
Total capacity of double bottom		476	(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 5737

Date 29. 10. 29

Dates of Surveys held while building

1929. Nov. 27. 29. Dec. 4. 6. 9. 11. 13. 17. 19. 24. 30. 1930. Jan. 3. 6. 8. 14. 15. 17. 21. 22. 28. 30. Feb. 4. 6. 10. 12. 18. 20. 21. 25. 26. 28. Mar. 3. 5. 6. 10. 12. 14. 19. 21. 25. 27. 28. Apr. 1. 3. 4. 8. 9. 10. 11. 14. 16. 17. 23. 24. 28. 29. May. 1. 2. 5. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 20. 22. 23. 26. 28. 29. 30. June. 2. 3. 5. 6. 10. 11. 12. 13. 16. 17. 18. 19. 20. 23. 24. 27. 30. July. 1. 2. 3. 4. 7. 8. 10. 11. 21. 23. 24. 25. 28. 29. 30. 31. Aug. 1. 5. 6. 7. 8. 13. 14. 15. 18. 29. 31. 22. 25. 26. 27. 28. 29. Sep. 1. 2. 3. 4. 5. 6. 8. 9. 10. 11. 12. 15. 16. 17. 18. 19. 21. 25. 26. 29. 30. Oct. 1. 4. 6. 7. 8. 9. 10. 13. 15. 17. 20. 23. 27. 29. 30. Nov. 3. 5. 6. 8. 10. 11. 12. 13. 14. 17.

