

## STEEL STEAMER or MOTORSHIP.

Received at London Office

24 APR 1931

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 *14th April 1931*Port of *Hamburg*No. *19852*Survey held at *Hamburg*Date First Survey *15th July 1930*Last Survey *30th March*

1931

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Oil Tanker**NORDEN* Machinery fitted aft.State Type (Full Scantling, Complete Superstructure with or without Ponnage Openings) *Full scantling vessel*State Type of Erections *Funnel & Poop*TONNAGE under Tonnage Deck... *7743*CLASS *100 A 1*State if with Freeboard as condition of Class *no*Built at *Hamburg*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 461.64*Launched *2nd Feb 1931* Yard No. *144*Breadth (greatest moulded) *B 59.5*Builders *Deutsche Werft A.G.*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35.0*Owners *Skibs A/S Norden*Total Gross Tonnage *8440*1st Longitudinal Number (L x D) *= 16157*Managers *H. Kuhnle*Register Tonnage *5287*2nd Numeral L x (B + D) *= 43625*

(Where necessary to be entered in Reg. Book)

Residence *Bergen*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.19*Port of Registry *Bergen*Length *465.2*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.19*

If surveyed while building, afloat, or in dry dock

Breadth *59.7*Do. Long Bridge to top of keel *26'0"**On stocks and afloat*Depth *35.4*Draught Moulded *26'0"*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	760		Bracket Floors, Frame		
" " from 1/4 length to Collision bulkhead	685		" " Reversed Frame		
" " in peaks	610		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1660 14.8	
Frame Amidships, <i>250 90 11</i>	250 90 11		" " top Angles	90 90 13	
" " Extends up to <i>Upper deck</i>	<i>Upper deck</i>		" " bottom Angles	130 130 15.5	
Reversed Frame Amidships, Angle			" " " "	1 - 16.8	
" " Extends up to			Side Girders, No. each side and thickness	2 - 14.8	
Depth of Framing Girder	250		Margin Plate depth (excl. of flange) and thickness	1020 14	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [			" " Vertical Angle to Tank side Bracket <i>160 160 13.5</i>	160 160 13.5	
" " Second 'tween Decks, Angle, [ or [			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>continuous</i>	
" " Third " " " "			" " Gussets, spacing and scantling <i>600 10.5</i>	600 10.5	
Framing in Peaks, <i>230 90 11</i>	230 90 11		" " Gussets, spacing and scantling forward 1/4 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 120		Tank Side Brackets, height above base line at toe of Frame and thickness	2350 13.5	
State if Frame Joggled	<i>no</i>		INNER BOTTOM PLATING.		
ANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Stringer and web frames 3 bottom strakes increased and extra side girders</i>		Breadth and thickness of Middle Line Strake	1300 13	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Thickness of remainder in Holds		
ANGLE BOTTOM.			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?	<i>yes</i>	
Floors, Depth and thickness at mid-line in Holds	1280 10		BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships <i>200 90 10</i>	200 90 10	
Middle Line Keelson, <i>200 90 16</i>	200 90 16		" " in way of Bridge, Angle, [ or [		
FACE BAR <i>1700 15</i>	1700 15		Spacing	<i>every frame</i>	
" " Through Plate <i>1700 15</i>	1700 15		I. STRINGER		
" " Foundation Plate on Floors			Upper Deck, amidships, Angle, <i>200 90 9.5</i>	200 90 9.5	
" " Flat Plate Keel Angles <i>150 150 15</i>	150 150 15		Spacing	<i>every frame</i>	
Side Keelsons, No. each side	2		II. STRINGER		
" " thickness of <i>14.5</i>	14.5		Upper Deck, amidships, Angle, <i>200 90 9.5</i>	200 90 9.5	
" " FACE BAR <i>200 90 10</i>	200 90 10		Spacing	<i>every frame</i>	
" " Angles <i>90 90 14.5</i>	90 90 14.5		III. STRINGER		
DOUBLE BOTTOM. <i>AFT</i>			Upper Deck, amidships, Angle, <i>200 90 9.5</i>	200 90 9.5	
Solid Floors, thickness and spacing <i>19.5 760</i>	19.5 760		Spacing	<i>every frame</i>	
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Bridge Deck, Angle, [ or [		
Bracket Floors, breadth and thickness at middle line			Spacing	<i>200 15 9.5</i>	
" " breadth and thickness at margin plate			Forecastle Deck, <i>180 75 10</i>	180 75 10	
			Spacing	<i>every frame</i>	



## PILLARS AND DECKS.

	M.M. Widths IN SHIP.	Any Departure from Approved Plans to be Noted.	M.M. Widths IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS</b> , No. of Rows..... <i>2 long it. bulkheads in way</i>				
" in 'tween Decks, Size and Spacing....	<i>of oil tanks</i>			
" " " " "				
FORW. in Holds <i>hollow pillars</i>	<i>wide spaced</i>	190.10		
" " " " "				
<b>Centre Line Bulkhead</b> . FORW. DEEPTANK. 200.90.10				
Stiffeners and Spacing... <i>Bull angle</i>	685			
Plating, thickness of .....	8 - 10.5			
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness <del>M.M.</del>	1620.23			
" " " " in way of Bridge				
" Angle <del>M.M.</del>	200 200 23			
Thickness of Plating abreast Deck openings } in way of Wells .....				
Thickness of Plating abreast Deck openings } <del>M.M.</del> .....	18			
Thickness of Plating within line of openings...	11.5			
If Sheathed, material and thickness .....	<i>not sheathed</i>			
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells...				
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 .....				
<b>Third Deck.</b>				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness.....				
<b>Fourth Deck.</b>				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness .....				
<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness .....	1230.16			
Plating, Sheathing, material and thickness ...	960.9.5-9			
	9.5-8.-7.5			
	<i>Org Pine</i>			
	1127.63			
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness ...				
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness .....	950.9.5			
	15.-9.2			
Plating, Sheathing, material and thickness ...	<i>not sheathed</i>			

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing or. to cr.		Diam.	Spacing or. to cr.	
	<i>inches. mm.</i>	<i>inches. mm.</i>	<i>inches. mm.</i>	<i>inches. mm.</i>									
FLAT PLATE KEEL .....	1370	25.5	20.0	20.0		Double	25	95	5	25	110	lapped	
„ DBLG. (if any)	-	-	-	-		-	-	-	-	-	-	-	
BOTTOM PLATING, No. of Strakes ..... 4.....	2150	17.3	14.5	12.5		Double	22	85	4	22	90	"	
BILGE PLATING, No. of Strakes ..... 1.....	1730	17.3	15	16		"	22	85	4	22	90	"	
SIDE PLATING, No. of Strakes ..... 4.....	2000	16.26	12.2	12.2		"	22	85	4	22	90	"	
UPPER DECK, Sheer-strake in <del>in</del> <i>Welds</i> .....	1300	24.0	12.2	12.2		"	25	95	5	28	130	"	
UPPER DECK, Sheer-strake in Bridge ...	-	-	-	-		-	-	-	-	-	-	-	
STRAKE BELOW Sheer-strake in <del>in</del> <i>Welds</i> .....	1300	21.2	12.2	12.2		Double	25	95	4	25	100	"	
STRAKE BELOW Sheer-strake in Bridge ...	-	-	-	-		-	-	-	-	-	-	-	
POOP SIDE PLATING .....	-	-	21	10		Double	25	95	4	25	100	"	
BRIDGE SIDE PLATING ...	-	-	-	-		-	-	-	-	-	-	-	
FORE'C'TLE SIDE PLATING	-	-	11	-		Single	22	77	1	19	67	"	

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>						
Extending to Upper Deck (Sec. 3 c)		12				
Deck next below						
As per Rule		yes				
		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, <i>Middle tanks</i>			<i>weld</i>		<i>150.75.75</i>	
"	" <i>Upper weak rooms</i>	8-13	150.11		230.90.11	760
<i>Side tanks</i>			<i>5 250.</i>			
"	" <i>Second</i>	8-13	90.10	800		
"	" <i>Third</i>					
"	" <i>Holds</i>		<i>5 150.75.75</i>			
"	"		<i>180.75.9</i>	600	250.90.11	600
COLLISION		(in Hold)	<i>15-11.5</i>	<i>200.75.9</i>	<i>280.90.12</i>	<i>600</i>
AFTER PEAK			<i>75-13</i>	<i>140.65.75</i>	<i>610</i>	<i>200.90.11</i>
"	"				<i>180.75.75</i>	<i>600</i>

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	Guthrie & Sons, Ltd.	
<b>STEM</b> .....	Forging	256.72	Blair & Sons	
<b>STERN FRAME</b> {	Propeller Post .....	400 220	Haniel & Lutz	
	Rudder " .....	250	Haniel & Lutz	
<b>RUDDER—A × D</b> .....				
<b>Speed of Vessel</b> .....	11.5	Kn.	Haniel & Lutz	
<b>RUDDER</b> mainpiece at head ..	Forging	210	Haniel & Lutz	
" " heel ..	Simplex		Deutsche Werft	
" how constructed .....	Balance Rudder		A. J.	
" double or single plate ..	clutch welded			
" coupling, vertical or ..	horizontal			
" horizontal .....				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth: Siemens*  
*Ludwigshafen, Rheinland. August Thyssen - Stille, Hanover A/Rhein.*  
*Messner - Werke A.G. Mannheim-Ludwigshafen.*  
 Has the Steel been tested as required by the Rules? *yes.*



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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.				
1614	1st Bower ...	74	1	6	-	-	-	56	0	0	0	} Union, shackleless	DeWitt and Union	Dokey. 18.2.31. K.H.	
1615	2nd " ...	74	1	3	-	-	-	56	0	0	0		"	"	" 18.2.31. K.H.
1616	3rd " ...	74	0	9	-	-	-	56	0	0	0		"	"	" 18.2.31. K.H.
	Collective weight,	222	2	18									219 $\frac{1}{2}$		
1617	Stream .....	22	0	17	5	3	4					27 $\frac{1}{2}$	Ordinary	" "	" 18.2.31. K.H.

## 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-ry.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.	Tons.	Fathoms.	Cir.	Tons.	Fathoms.	Cir.
733	300	2 7/16	106 3/10	149 5/8	958	0:15	890 1/4	300	2 7/16	stud Flaws Link Kettnerfabrik	Dorben und 8.12.30 Y. Quast	Sp. flex. TOWLINE	130	5 1/4	81	130	5 1/4			
												Maisle HAWSEY & WARPS	2a			2a				
												Sp. flex.	120	8	50.1	100	8			
													4a			2a				
													100	2 1/2		100	2 3/4			
Sp. flex. High Stream Water race Steel Wire	120	4 1/2		62 1/10				120	5	Sp. flex. Dinschlag		"								

Steering Gear, <sup>ELECTRIC</sup> ~~Steam~~ *yes, efficient.*

Steering Gear, Hand *yes; efficient*

**Boats** *2 lifeboats, 1 Motor boat* **Steering Chains, Size and Test** *no chains*  
*FORN.*

Windlass *steamer*; efficient.

Ceiling in Hold, thickness and material *65 mm pine*

Cargo Battens, thickness, material and spacing *150 x 30 mm, 230 mm spacing*

**Cargo Hatchways.**—(Upper Deck) *Steel plates and angles* **Thickness of Hatches** *Steel covers*

Size of **No. 1 Hatchway** (Forward) *11'3" x 10'* **No. 2-20** *7'2" x 3'10"* **No. 3** *-* **No. 4** *-* **No. 5** *-* **No. 6** *-*

Number of **Shifting Beams** and/or **Fore and Afters** none

**DEUTSCHE WERFT**  
**AKTIENGESELLSCHAFT**

Builder's Signature 12 (John) Pope Giese

**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 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 Petroleum in bulk". The workmanship is of the best description for this type of vessel's, all parts conforming well with each other, without use of any packing, and efficiently riveted together. The peak tanks, double bottom tanks, deep tanks, oil cargo tanks and cofferdams have been filled and tested as required by the Rules and were found perfectly tight. The air and sounding pipes of all tanks comply with the Rules. The painting arrangements and strengthening of the bottom forward have been carried out as approved. The steel material used in the construction of this vessel has been made at works approved by the Committee and tested by the Society's Surveyors. Anchors and cables have been compared with the Ser-

The amount of Entry Fee . . . . .	£ 11 : 0 : 0	} Fees applied for. <i>20. Apr</i> 19 <i>21</i> } Received by me, <i>Hubbard</i> <i>21.5.30</i> 19 <i>21</i>
Special Survey Fee . . . . .	£ 616 : 10 : 0	
<i>Hubbard</i>	14 : 0 : 0	
Travelling Expenses, if any £	6 : 10 : 0	

I am of opinion the Vessel should be Classed + 100 R 1  
"Carrying Petroleum in bulk"

State whether the Vessel has been built under Special Survey yes

Signature Charles H. Goering  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Hamburg Office Date of issue 17/5/31

Committee's Minute

Character assigned +100A1  
barry. petrol. in Buck

+ L. M.C. 3.31  
Oil Eng. C.L.  
3 DB. 170 lb  
1 DB. (forward starboard) 150 lb.

Write down



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.)

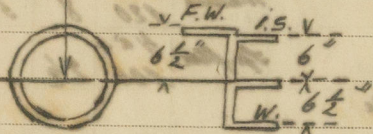
Certificates and found in order.

The Rudder is of special construction (E.W.) Simplex Balance Type.

The Norske Veritas prebend has been marked on vessel's sides as given in sketch.

Upper edge of stringer plate (Upper deck).

9' 2 1/2"



The approved plans are being retained for use in connection with the sister vessel No. 143 building.

3 Test Certificates attached.

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

	Head	Weight	48	2	17	ends	Drop test	12 feet	No.	10263	R.H.	3	2	31	
1st Bower	Shank	25	2	17							1116	K.H.	3	2	31
	Head	49	0	9							10264	K.H.	3	2	31
2nd "	Shank	25	0	22							1115	K.H.	3	2	31
	Head	48	2	12							10265	K.H.	3	2	31
3rd "	Shank	25	1	25							1114	K.H.	3	2	31

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107 1/3 ft., R.Q.D. — ft., Bridge — ft., Forecastle 41.5 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 deck steel

Official No. — ; Signal Letters L.J.S.R. Is bottom of Vessel coated with cement no if not give particulars of composition Oil tanks not coated, primer cement, otherwise paint.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	24	186
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	20	160
Double bottom, if under Engines only,	65	206	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,			Deep tank, forward,	36	664
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. 138

Date 22.5.30

Dates of Surveys held while building

1930: July 15.22; Aug. 6.14; Sept. 22.30; October 4.7.14.25.31;  
November 3.5.7.10.13.17.20.28; December 1.3.5.15.22.29;  
1931: January 3.6.8.9.13.14.16.20.23.27.31; February 9.12.17.24.27;  
March 3.9.13.19.25.30.

Total No. of Visits 47