

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London Office 21 SEP 1925

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 17TH SEPT. 1925 Port of GOTHENBURG No. 6195.Survey held at GOTHENBURG. Date First Survey 4TH JULY 1924 Last Survey 16TH SEPT. 1925.

On the (State if Machinery Altered and if Single, Twin or Triple Screw) STEEL SINGLE SCREW MOTORSHIP "FALSTERBO". (MACHY MIDSHIPS)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections P. B. + F.

TONNAGE under 3650.61 CLASS + 100 A.I. State if with freeboard as condition of Class No Built at GOTHENBURG.

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 350.0 Launched 6TH JUNE 1925 Yard No. 214

Total 3650.61 Breadth (greatest moulded) B 50.5 Builders ERIKBERGS MEK. VERK. A.B.

Gross Tonnage 4085.16 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 28.0 Owners ÅNGBÄTS AKTIEB. FERM

Register Tonnage 2352.58 1st Longitudinal Number (L x D) = 9.800 Manager S. G. JANSON.

2nd Numeral L x (B + D) = 27.475 (Where necessary to be entered in Reg. Book.)

Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.67 Residence GOTHENBURG.

Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.5 Port of Registry KRISTINEHAMN

Do. Long Bridge to top of keel 9.6 If surveyed while building, afloat, AND in dry dock

Draught Moulded 23'-1 1/8" 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.
FRAMES, Spacing amidships	27	✓			Bracket Floors, Frame	B.A.	8 1/2	3 1/2	.44
" from 1/4 length to Collision bulkhead	27	✓			" " Reversed Frame	B.A.	8	3	.44
" in peaks	24	✓			" " Vertical Struts	B.A.	8	3	.44
FRAMING.					Centre Girder, depth and thickness amidships		40	.50	
me Amidships, Angle, [or]	12	3 1/2	.64	✓	" " top Angles	SINGLE	5	5	.48
" Extends up to	UPPER DECK			✓	" " bottom Angles	SINGLE	5	5	.54
Reversed Frame Amidships, Angle					Side Girders, No. each side and thickness		1	.36	
" " Extends up to					Margin Plate depth (excl. of flange) and thickness		35 1/2	.46	
th of Framing Girder	12			✓	" " Vertical Angle to Tank side		6	6	.38
mes in Uppermost Continuous 'tween Decks, Angle, [or]	6 1/2	3 1/2	.40	✓	" " Bracket abaft 1/4 len. from stem		6	6	.38
" Second 'tween Decks, Angle, [or]					" " Vertical Angle to Tank side		6	6	.38
" Third " " " "					" " Bracket forward 1/4 len. from stem		3 1/2	3 1/2	.40
ming in Peaks, Angle or [	7	3	.40	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem		EVERY FRAME		
meter and Spacing of Rivets through Frame and Shell Plating amidships	7/8	6 1/8		✓	" " Gussets, spacing and scantling forward 1/4 len. from stem		3 1/2	3 1/2	.40
te if Frame Joggled	YES			✓	Tank Side Brackets, height above base line at toe of Frame and thickness		67	.36	
ING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAMING AND STRINGERS AS PER PLAN			✓	INNER BOTTOM PLATING.				
NGTHENING OF BOTTOM FORWARD. State Particulars	AS PER PLAN			✓	Breadth and thickness of Middle Line Strake		49	.48	
LE BOTTOM.					Thickness of remainder in Holds		.40	.36	
ors, Depth and thickness at mid-line in Holds					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		
Height of Brackets at side above base line at toe of frame					BEAMS.				
dle Line Keelson, on Floors, Angles, [or]					Uppermost Continuous Deck, amidships in Wells, Angle, [or]		10 7/8	3 1/2	.50 + 5/8
" Through Plate or Intercostal Plate					" " in way of Bridge, Angle, [or]		10 7/8	3 1/2	.50 + 5/8 + .02
" Foundation Plate on Floors					" " Spacing		EVERY FRAME		
" Flat Plate Keel Angles					Second Deck, amidships, Angle, [or]				
Keelsons, No. each side					" " Spacing				
" thickness of Intercostal Plate					Third Deck, amidships, Angle, [or]				
" Angles					" " Spacing				
LE BOTTOM.					Fourth Deck, amidships, Angle, [or]				
d Floors, thickness and spacing	.36	ALT. FRAMES		✓	" " Spacing				
" Are Frame and Reversed Frame joggled?	YES			✓	Poop Deck, Angle, [or]		6	3	.40
cket Floors, breadth and thickness at middle line	30	.36		✓	" " Spacing		EVERY FRAME		
" " breadth and thickness at margin plate	43	.36		✓	Bridge Deck, Angle, [or]		8 1/2	3	.40 + .02
					" " Spacing		EVERY FRAME		
					Forecastle Deck, Angle, [or]		7	3	.46
					" " Spacing		EVERY FRAME		

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PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	No	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAINED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.										
FLAT PLATE KEEL	48	.71 ✓	.64 ✓	.64 ✓	✓		DOUBLE	7/8	3 1/2	4	7/8	3 1/2	LAPPED	
" Double (if any)					✓									
BOTTOM PLATING, No. of Strakes .....4.....	68	.56 ✓	.56 ✓	.44 ✓	✓	✓	DOUBLE	7/8	3 1/2	3	7/8	3 1/8	LAPPED	
BILGE PLATING, No. of Strakes .....1.....	68	.56 ✓	.44 ✓	.44 ✓	✓	✓	"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes .....3.....	69	.54 ✓	.42 ✓	.44 ✓	✓	✓	"	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....	50	.76 ✓	.42 ✓	.42 ✓	✓	✓				4	1	4	"	
UPPER DECK, Sheer- strake in Bridge ...	50	.54 ✓				✓	DOUBLE	7/8	3 1/2	3	7/8	3 1/8	"	
STRAKE BELOW Sheer- strake in Wells.....	69	.65 ✓	.42 ✓	.44 ✓	✓	✓				4	.	3 1/2	"	
STRAKE BELOW Sheer- strake in Bridge ...	69	.54 ✓				✓	DOUBLE	7/8	3 1/2	3	.	3 1/8	"	
POOP SIDE PLATING .....				.36 ✓		✓	SINGLE	3/4	3	2	3/4	2 5/8	"
BRIDGE SIDE PLATING ...	54	.54 ✓					DOUBLE	7/8	3 1/2	3	7/8	3 1/8	"	
FOREC'TLE SIDE PLATING			.40 ✓				SINGLE	3/4	3	1	3/4	2 5/8	"	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—							Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c).....							5			
,, Deck next below.....										
As per Rule.....							6			
		Plating Thickness.	STIFFENERS.				Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
			VERTICAL.		HORIZONTAL.					
			Scantlings.	Spacing.	Scantlings.	Spacing.				
MIDSHIP BULKHD, Upper tween decks										
FRAME NO-72										
"	"	Second								
"	"	Third								
"	"	Holds .....	.40--26	1½x3½x.56	26	NONE				
COLLISION										
"	"	(in Hold) .....	.50--34	1x3x.46	24	1 SEMI-BOX				
AFTER PEAK										
"	"	.....	.42--30	8x3x.43	24	1 SEMI-BOX.				
KEEL, Bar										
STEM								9 x 2 7/8		
STERN FRAME { Propeller Post							CASTING	10 x Y	SKODA WORKS	
								Rudder "	9 x Y	"
RUDDER—A x D								415		
Speed of Vessel								10¼ K		
RUDDER mainpiece at head ...							FORGING.	9½	A.B. BOFORS	
" " heel ...								8		
" how constructed								SINGLE PLATE		
								DET. ARMS		
" double or single plate								1.06		
" 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)

GUTEHOFFUNGSHÜTTE, STEEL CO OF SCOTLAND, COLVILLE, DORMAN LONG, SKINNING GROVE

OPEN HEARTH PROCESS

Has the Steel been tested as required by the Rules? yes

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Lloyd's Register
Foundation

EQUIPMENT No. 28,923												LETTER	W	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.	Cwts.				
15659	1st Bower ...	52	3	14	✓			44	4	0	0	52½	BYERS TYPE	S. TAYLOR & SONS.	B.C. 30-8-24. A.J.	
15658	2nd " ...	52	2	0	✓			43	18	0	0	52½	D°	D°	D°	
15660	3rd " ...	45	0	0	✓			39	5	0	0	44½	D°	D°	D°	
	Collective weight.	150	1	14								149½				
15679	Stream ...	14	0	0	3	2	0	15	12	2	0	17½	COMMON ANCHOR	S. TAYLOR & SONS	B.C. 11-9-24. A.J.	

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.		
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.						Tons.	Fathoms.	Ins.	
27756	135	2 1/2	76.5	107.1	286	3	14	573 3/4	270	2 1/2	STUD LINK	S. TAYLOR & SONS	B.C. 18-8-24 A.J.	TOWLINE... SW 120	4 1/2	39	120	4 1/2	
27586	135	2 1/2	76.5	107.1	290	3	21	}			D°	D°	B.C. 2-6-24 A.J.	HAWSERS & WARPS SW 40 90	2 1/2	12 1/2	90	2 1/2	
Lean Stream Chain or Steel Wire		Cir.												" SW 20 90	2 1/2	12 1/2	90	2 1/2	
	90	4 1/2		39					90	4 1/2				" 90	Y		90	Y	
														" 90	Y		90	Y	

ARRANGED AS PER SECT'S
Steering Gear, Steam HASTIES ELEC-HYD. LETTER "M" 23-6-24. Steering Gear, Hand NONE

Boats 2 LIFEBOATS, 1 DINGHY. Steering Chains, Size and Test NONE Windlass CLARKE, CHAPMAN'S PAT. ELEC.

Ceiling in Holds, thickness and material 2½" PINE ON 1" GROUNDS Cargo Battens, thickness, material and spacing 2" PINE SPACED 9" EDGE TO EDGE

Cargo Hatchways.—(Upper Deck) STEEL COAMINGS Thickness of Hatches 2½"

Size of No. 1 Hatchway (Forward) 24'-9" x 18'-0" No. 2 27'-0" x 18'-0" No. 3 26'-4" x 18'-0" No. 4 27'-0" x 18'-0" No. 5 24'-9" x 18'-0" No. 6

Number of Shifting Beams and/or Fore and Afters 5 IN NOS 1, 2, 4 + 5 HATCHWAYS, 3 IN NO 2 HATCHWAY.

Eriksbergs Mek. Verkstads Aktiebolag

Builder's Signature

GENERAL DECLARATION THIS VESSEL HAS BEEN BUILT UNDER SPECIAL SURVEY IN ACCORDANCE WITH THE APPROVED PLANS AND

INSTRUCTIONS AND ALL THE RULE REQUIREMENTS HAVE BEEN COMPLIED WITH.

THE WORKMANSHIP IS GOOD.

ALL DOUBLE BOTTOM AND PEAK TANKS HAVE BEEN TESTED AS REQUIRED BY THE RULES.

THE WATERTIGHT BULKHEADS, SHAFT TUNNEL AND DECKS HAVE BEEN TESTED WITH WATER FROM A HOSE AND FOUND TIGHT.

THE MATERIALS ARE GOOD.

FORGINGS AND CASTINGS AS PER CERTIFICATES ATTACHED

THE FREEBOARD HAS BEEN VERIFIED AND CUT IN ON THE VESSEL'S SIDES

STEERING GEAR AND WINDLASS TESTED

THE W.T. BULKHEAD IN THE AFTER HOLD HAS BEEN DISPENSED WITH AND A LETTER FROM THE OWNERS REGARDING SAME IS ATTACHED.

AS COMPENSATION FOR THE OMISSION OF THE BULKHEAD ALL THE FRAMES IN THE AFTER HOLD HAVE BEEN INCREASED .06" IN THICKNESS.

PLANS OF THE VESSEL AS BUILT (2 IN NUMBER) I.E. MIDSHIP SECTION AND PROFILE & DECKS ARE FORWARDED UNDER SEPARATE COVER.

The amount of Entry Fee £ Ks. : 145.60 Fees applied for, 17/9/1925
Special Survey Fee.... £ Ks. : 5082.50 Received by me, 20/9/1925
Freeboard 182.00
Travelling Expenses, if any £ Ks. : 25.65
I am of opinion the Vessel should be Classed + 100 A.1.
State whether the Vessel has been built under Special Survey YES Signature V. Adilov
Surveyor to Lloyd's Register of Shipping.
Certificate to be sent to SUP. OFF. GOTHENBURG. Date of issue 6/10/25.

Committee's Minute

Character assigned

TUES. 6 OCT. 1925

Lloyd's Register

+ 2 M.B. 9.25 C.L.
oil engines



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Lloyd's Register
Foundation

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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.)

2 SPARE JOINING SHACKLES. N^o 59889 2 1/16 76 1/2 107.1 1-1-7 S. TAYLOR & SONS TIPTON 15-6-25 WAD.
1 END " N^o 59348 2 1/16 76 1/2 107.1 3-25 D^o D^o 31-10-24 W.A.D.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	32-0-0	O.D.W.	1774	16-7-18
	2nd "	31-1-14	D.O.W.	1368	20-11-18
	3rd "	28-3-15	L.R. & J.D.	3783	10-12-19

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30.6 ft., R.Q.D. Bridge 119.5 ft., Forecastle 34.5 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) 1 D.K. (STL)

Official No. 7226 ; Signal Letters KFTR Is bottom of Vessel coated with cement PARTLY if not given particulars of composition CEMENT FITTED IN PEAKS, BILGES, TUNNEL WALL AND F.W. TANK IN MOTOR ROOM.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	99	221	Fore peak tank,	16	54
Double bottom, under Engines and Boilers,			After peak tank,	16	59
Double bottom, if under Engines only,	34	211	Deep tank, aft,		3
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	164	540	Other tanks, if fitted,		
Total capacity of double bottom		972	(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. 126

Date 26-5-24

Dates of Surveys held while building

1924:- 4/1, 23/1, 29/1, 4/8, 5/8, 5/8, 21/8, 10/9, 10/9, 15/9, 27/9, 26/9, 29/9, 1/10, 4/10, 11/10, 16/10, 24/10, 27/10, 6/11, 7/11, 17/11, 21/11, 21/11, 26/11, 29/11, 4/12, 4/12, 5/12, 5/12, 6/12, 6/12, 8/12, 9/12, 11/12, 11/12, 13/12, 15/12, 15/12, 19/12, 19/12, 22/12, 22/12, 23/12.
1925:- 10/1, 12/1, 14/1, 23/1, 31/1, 6/2, 9/2, 11/2, 14/2, 16/2, 17/2, 19/2, 20/2, 26/2, 26/2, 10/3, 18/3, 26/3, 26/3, 3/4, 14/4, 15/4, 18/4, 21/4, 25/4, 27/4, 30/4, 12/5, 13/5, 28/5, 29/5, 30/5, 3/6, 4/6, 5/6, 9/6, 13/6, 19/6, 1/7, 24/7, 24/8, 24/8, 28/8, 21/8, 2/9, 4/9, 5/9, 5/9, 16/9
Total No. of Visits 95