

RECEIVED  
25 MAY 1944  
IN D.O.

Gothenburg.

Gothenburg

23rd February 1943

1389Z

Single Screw Motorship "SAITO"

C.S.S. with tonnage opening aft

Forcastle

4541.76

-100AL

Yes

Gothenburg

1943.

418.0

27th September.

589

56.5

A-B. Götaverken.

38.0

Trafik A-B. Grängsberg-Oxelösund

5414.06

Lloyd's D = 37'-3"

15571

M. Waldenström

3056.88

39188

Stockholm

XXX Metres. per.

11.0

Stockholm

132.44 434.5

17.29 56.7

7.41 24.3

25'-10" Building, afloat & in floating dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

XXX  
MM.

XXX  
MM.

775

685

610

E.R. 16.5

XXXXXXXX

340x100x15

2nd deck

1370x13

90x90x13

120x120x14

2x9.5

1220x13 vert.

Weld 5 5

180 90 10

XXXXXX

Weld 6 6

90x90x14 =

6 mm. weld.

150x150x12 =

6.5 mm. weld.

20%

XXX

340 100 15

20% L. to Coll. Bhd.

380 100 17

200 75 10.5

2150x11

22 4 145

22 4 120 in deep tank

No

1380x13

11.0

Yes

XXX

XXXXXXXXXX

Yes

XXXXXXXXXXXXXXXXXX

Yes

XXX XXXXXXXX

200 90 10

Every frame

XXXXXXXXXXXXX  
Deep tank

230 90 11

280 90 13

Every frame

10.0 by in

Frames only



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002340-002351-0053(1/2)



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3797	17 1 18	52 7 2 0 ✓	Gruson	O. Gruson
3798	17 2 25	52 10 0 0 ✓	stockless/	& Co.,
3799	16 1 9	50 5 0 0 ✓		Magdeburg-
	193 1 24 ✓			Buckau.
3800	20 1 12 4 3 19 21 1 2 7 ✓ 19 ✓		Common stock	N. Stolte ✓

XXXXXX	XXXXXX	XXXXXX	XXXXXX	Duisburger	
24481D 498.45 60	102 142.8 41270	36400	495 585 Stud	Kettenfabr. Makers works	130 4 3/4" 64.6 120 4 3/4"
			link H.d'Horn	Germanischer	2x90 3 1/2" 38 2x90 2 3/4"
			Duisburg	Lloyd X	4x100 3" 25.7 2x90 2 1/8"
					2x100 2 3/8" 21.1

XXXXXX 120 5" 52.3 90 50 5"

Asea electric ✓

Hand wheel on aft house ✓

Asea electric ✓

1 motor boat 22'-6"x7'-8"x3'

2 boats 26'-0"x8'-0"x3'

6"x2" spaced

215 mm. clear ✓

2 1/2" and 2" battens ✓

Coaming 815 mm. at CL x 11 mm.

Thickness of plates 7.5 mm. steel

7535x7320 8525x7320 & 7 5425x7320 6x8 8525x7320 4650x7320

von Tell's steel hatches. Stiffened as per approved plans.

AKTIEBOLAGET GÖTAVERKEN

DECLARATION: It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil and (b) if so, whether the vessel is fitted for carrying oil as cargo. Motorship. ✓

No ✓

This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans. The tanks, decks, bulkheads, tunnel and watertight door have been tested in accordance with the Rules. The freeboards have been verified and the marks cut in on the vessel's sides. The ship is constructed to carry oil fuel in the double bottom tanks and in the wingtanks at the sides of the tunnel in No.5 hold. The double bottom in the engine space is arranged for the carriage of oil fuel at the ship's sides and two tanks in the centre portion are arranged for oil fuel and one for fresh water. The flash point of the oil fuel is above 150°F. and the requirements of Section 20 of the Rules 1939-40 have been complied with where applicable. A deep tank immediately forward of the machinery space is constructed for the carriage of water ballast. The fore and aft peak tanks are constructed for water ballast. The windlass and steering engines have been tested under working conditions and found satisfactory.

The amount of Survey Kr. 171:00 16/5 44

Special Survey Kr. 6368:80

Conv. freeboard Kr. 390:00

I am of opinion the Vessel should be Classed \*100A1 with freeboard

Yes

Gothenburg.

THURS 29 JUN 1944

\*100A1 with Freeboard

+LMC 5.44 subject

CL. Oil Eng. DB-8th

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002340-002351-0053(2/2)



Midship section

Longitudinal section and plans

Swedish tonnages:

Gross - 5274.71

Under deck - 4531.56

Net - 3920.37

Butts of shell and deck plating, butts of double bottom plating, butts and seams of bulkheads, stiffeners on deep tank bulkheads, deck girders, hatch beams, floors in DB in machinery space to tank top and centre girder, sidegirders throughout vessel to floors and other details (see plans) also tank side brackets to margin plate all electrically welded.

Electrode employed: Esab OK 52 P.

Head	45:1:4	NS	3048	2.12.43	Shank	18:0:2	NS	3052	2.12.43
	48:0:4	NS	3049	2.12.43		18:0:4	NS	3053	2.12.43
	40:3:22	NS	3050	2.12.43		18:0:13	NS	3054	2.12.43
Stream	19:0:22	NS	3051	2.12.43					

One deck (steel), Shelter deck (steel) and forecastle deck (steel).

XXXXXXX  
XXXXXX  
XXXXXX

BX width: frs. 80-84

F.W.Tk.in D.B.fcu 60-66 16 55 m<sup>3</sup>. Lubr oil tanks Nos. 302 1519 Nos. 67-72 and 72-73 17 40 m<sup>3</sup> and 10 2

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