

Received at London Office 20 JUL 1931

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 14th July 1931. Port of Copenhagen. No. 8577.
Survey held at Copenhagen Date First Survey 15th October 1930. Last Survey 10th July 1931.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Yarin Screw Motor Yarker "NOREG".* Machinery aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Operations) *Tanker - Longitudinal Framing -* State Type of Erections *loop, bridge & etc.*

TONNAGE under Tonnage Deck... 7068.48 CLASS +100 A.1. (State if (with freeboard) Carrying petroleum in bulk (as condition of Class) No. Built at Copenhagen.

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 450'

Launched 2nd May 1931 Yard No. 586.

Builder A/S Burmeister & Wain

Total ✓

Gross Tonnage 7604.86

Register Tonnage 4504.00 1st Longitudinal Number (L x D)..... = 15300 Managers H. M. Krangell & Co. A/S.
(Where necessary to be entered in Reg. Book.)

2nd Numerical $L \times (B + D) = 41650$

REGISTERED DIMENSIONS

Residence

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

Length 452.5 Proportions—Depth to Length—Uppermost continuous deck to top of keel } 13.24 Port of Registry Haugesund.
1 and

Breadth 59.2 Do. Long Bridge to top of keel } If surveyed while building, afloat, ~~or~~ in dry dock

33-9	Draught Moulded	26'-11"	yes.
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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.
NAMES, Spacing amidships	Longitudinal framing		Bracket Floors, Frame	Z	
" " from 1/8 length to Collision bulkhead.....	See Rpt. 1* attached		" " Reversed Frame	Z	
" " in peaks.....	24		" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships	72 x 46	
Frame Amidships, Angle, [or]			" " top Angles DOUBLE	3 1/2 3 1/2 .50	
" " Extends up to			" " bottom Angles DOUBLE	4 4 .56	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	3 .42	
" " Extends up to...			Margin Plate depth (excl. of flange) and thickness	8 .54	
Depth of Framing Girder.....			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/4 len. from stem.....		
" " Third " " " " "	A.P. 6x6x50 & 8 1/2 x 32 x 42 F		" " Gussets, spacing and scantling forward 1/4 len. from stem.....		
Framing in Peaks, Angle or [... F.P. LONG.	FRAMING.		Tank Side Brackets, height above base line at toe of Frame and thickness)	TRANSVERSES.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	SEE RPT. 1*		INNER BOTTOM PLATING.		
State if Frame Joggled	No.		Breadth and thickness of Middle Line Strake ...	60 x .52	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	WEB FRAMES & PANTING BEAMS. 12x48x3 1/2 x 50 C		Thickness of remainder in Motor Room.	.52	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	FRAME SP. 27" 3 STRAKES BOTTOM PLATING MIDSHIP THICKNESS BOTTOM FRAMES 6x6x48"		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?.....	✓	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships) in Wells, Angle, [or])		
Height of Brackets at side above base line at toe of frame			" " " in way of Bridge, Angle, [or])		
Middle Line Keelson, on Floors, Angles, [or]			Spacing		
" " Through Plate or Intercostal Plate...)			Second Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors			Spacing.....		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing.....		
" " thickness of Intercostal Plate..			Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing.....		
DOUBLE BOTTOM. IN MOTOR ROOM.			Poop Deck, Angle, [or]		
Solid Floors, thickness and spacing .....	.42 - .30"		Spacing.....		
" " Are Frame and Reversed Frame joggled?.....	.50 TANK ENDS. Yes.		Bridge Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line.....			Spacing.....		
" " breadth and thickness at margin plate.....			Forecastle Deck, Angle, [or]		
			Spacing		

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.....	✓				Stringer Plate, breadth and thickness in way of Bridge	80	45		
„ in 'tween Decks, Size and Spacing.....	✓				Thickness of Plating abreast Deck openings in way of Wells	43			
„ „ „ „ „	✓				Thickness of Plating abreast Deck openings in way of Bridge	✓			
„ in Holds „ „	✓				Thickness of Plating within line of openings...	✓			
„ „ „ „ „	✓				If Sheathed, material and thickness	No sheathing			
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	9	3 1/2	44	5 1/2	Stringer Plate, breadth and thickness.....	Z			
Plating, thickness of ABOUT 30" FROM BOTTOM	15	43	44	43	If Plated, state thickness.....				
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	Z			
Stringer Plate, breadth and thickness in way of Wells	62	68			If Plated, state thickness				
„ „ „ „ in way of Bridge.....	62	82			Poop Deck.				
„ Angle in way of Wells WAY OF GIL	6	6	68		Stringer Plate, breadth and thickness	42	34		
Thickness of Plating abreast Deck openings in way of Wells FROM CENTRE LINE	70	50	66	66	Plating, Sheathing, material and thickness	28 with sheathing 5" x 2 1/2" Oregon pine 34 where no sheathing.			
Thickness of Plating abreast Deck openings in way of Bridge	✓				Bridge Deck.				
Thickness of Plating within line of openings...	✓				Stringer Plate, breadth and thickness.....	41	42		
If Sheathed, material and thickness	No sheathing				Plating, Sheathing, material and thickness	34	no sheathing		
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in way of Wells	80	45			Stringer Plate, breadth and thickness	36			
					Plating, Sheathing, material and thickness	36	sheathed under Windlass 9" x 3/2 oak.		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? No.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.		
FLAT PLATE KEEL	66	94	82	76		Double	1	4	5	1	4 1/2	Lapped.
„ DBLG. (if any)	✓					✓						
BOTTOM PLATING, No. of Strakes 4.....	2-80	70	50	50	+06 m A & B. Strakes	Double	7/8	3 1/2	4	7/8	3 1/2	Lapped.
BILGE PLATING, No. of Strakes 1.....	2-80	64				Double	7/8	3 1/2	4	7/8	3 1/2	"
SIDE PLATING, No. of Strakes 3.....	67	70	52	50	+04	Double	7/8	3 1/2	4	7/8	3 1/2	"
UPPER DECK, Sheer-strake in Wells.....	80	62	48	48		Double	7/8	3 1/2	4	7/8	3 1/2	"
UPPER DECK, Sheer-strake in Bridge ...	77	98	48	48	+12	Double	1	4	5	1	4 1/2	"
STRAKE BELOW Sheer-strake in Wells.....	44	99				Double	1 1/8	4 1/2	5	1 1/8	5	"
STRAKE BELOW Sheer-strake in Bridge ...	82	74	48	48		Double	1	4	4	1	4	"
POOP SIDE PLATING	82	74				Double	1	4	4	1	4	"
BRIDGE SIDE PLATING ...		40	48	48		Double and Single	7/8 & 3/4	3 1/2 & 3	2	3/4	2 5/8	"
FORECASTLE SIDE PLATING		50				Double	7/8 & 3/4	3 1/2 & 3	2	3/4	2 5/8	"
			42			Single	7/8 & 3/4	3 1/2 & 3	2	3/4	2 5/8	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)		16				
,, Deck next below						
As per Rule		✓				
		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks						
„	„	Second	„			
„	„	Third	„			
„	„	Holds	.....	57-37	webs	8'-0" x 8'-3" x 38 5 to 12'-6" 17"-x-48-34-x-68 C
COLLISION	„	(in Hold)	.....	56-30	7'-3" x 4 1/2	30 9'-3" x 48 C 30
AFTER PEAK	„	„	.....	53-28	8'-3" x 50	30 9'-3" x 44 1/2

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	Forging	10 1/2" x 2 5/8"	Burmeister & Wain	✓
STERN FRAME { Propeller Post	Casting	13' x 13' x 13'	Kohlman Steel Works.	✓
„ { Rudder „				
RUDDER—A x D.....		558-9		✓
Speed of Vessel.....		11 knots		✓
RUDDER mainpiece at head ...	Forged	11 3/4"	Burmeister	✓
„ „ heel ...	Steel	8 3/4"	Wain	✓
„ how constructed	4 gus. shunk on & keyed to mainpiece.			✓
„ double or single plate	Single	1'-10		✓
„ 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 process.
	PLATES:— Vereinigte Stahlwerke.
	SECTIONS:— Gutehoffnungshütte; Vereinigte Stahlwerke.
	Has the Steel been tested as required by the Rules? Yes.

ANCHORS

HAWSERS AND WARPS.

0240 2/2

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.)

Sister Vessels. *ms "Hidalsford" Copenhagen report No 7796 - Messrs Burmeister & Wain's No 548.*
" " *ms "Sandar" " " 7854 " " " " 549.*

The following approved plans are forwarded herewith:—

Midship section.
Profile and decks.
Section thro' machinery space and fore hold.
Stemframe and rudder.
Detail of shell doublings.
Oil fuel bunker bulkheads.
Cruiser stem, boss frames, and aft peak.
Transverse in pump room.
Stiffening of O.T. bulkheads where oil pipes pass through.
Motor seatings
boss brackets.
Fore peak bulkhead.
After peak bulkhead.
Snipe and riveting attachment of longitudinals.

The following certificates are forwarded herewith:—

Stem.
Stem frame.
Rudder mainpiece.
Rudder head.
2 propeller brackets &c.
1 H.C. filler.
Copy of interim certificate

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.
1st Bower *Anchor head 47-3-12 R.H. 10253-13-11-30 Anchor shank 25-2-11 M.B. 1045-23-10-30.*
2nd " " *48-1-13 R.H. 10264-13-11-30 " 25-1-8 M.B. 1044-23-10-30.*
3rd " " *41-1-13 M.B. 4210-23-10-30 " 22-2-9 M.B. 1046-23-10-30.*
Stream 20-2-6 M.B. 4211-23-10-30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *100.17* ft., R.Q.D. ☒ ft., Bridge *21.4* ft., Forecastle *42.33* 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 (STL) & WEB FRAMES.*

Official No. *254*; Signal Letters *L. S. S. S.* Is bottom of Vessel coated with cement *Yes* if not give particulars of composition *Fore and aft peaks cement wash.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>P.W. TANK</i>	<i>25</i>	<i>60</i>	Fore peak tank, <i>W.B.</i>	<i>22.08</i>	<i>92</i>
Double bottom, under Engines and Boilers, <i>LUB. OIL</i>	<i>5</i>	<i>20</i>	After peak tank, <i>W.B.</i>	<i>20.98</i>	<i>120</i>
Double bottom, if under Engines only, <i>FUEL OIL TANKS</i>	<i>27.5</i>	<i>230</i>	Deep tank, aft, <i>FORE AND AFT FOR ROOM (OIL FUEL)</i>	<i>5.4</i>	<i>170</i>
Double bottom, if under Boilers only, <i>✓</i>	<i>✓</i>	<i>✓</i>	Deep tank, forward, <i>"</i>	<i>4.50</i>	<i>518</i>
Double bottom, forward, <i>✓</i>	<i>✓</i>	<i>✓</i>	Other tanks, if fitted, <i>BOILER FUEL TANK AFT</i>	<i>5.0</i>	<i>48.0</i>
Total capacity of double bottom		<i>310</i>	(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. *36*

Date *11th March 1930*

Dates of Surveys held while building

1930:— 15/10; 17/10; 25/10; 31/10; 5/11; 7/11; 15/11; 24/11; 28/11; 5/12; 8/12; 10/12; 18/12; 23/12; 30/12.
1931:— 3/1; 6/1; 8/1; 9/1; 12/1; 14/1; 15/1; 20/1; 22/1; 24/1; 27/1; 28/1; 30/1; 2/2; 3/2; 7/2;
" 13/2; 16/2; 17/2; 20/2; 23/2; 25/2; 27/2; 3/3; 6/3; 10/3; 12/3; 17/3; 19/3; 23/3; 25/3; 26/3;
" 28/3; 31/3; 7/4; 9/4; 13/4; 15/4; 18/4; 22/4; 23/4; 27/4; 28/4; 30/4; 7/5; 4/5; 9/5; 15/5
" 21/5; 28/5; 2/6; 3/6; 8/6; 10/6; 14/6; 23/6; 25/6; 27/6; 1/7.

Total No. of Visits *74.*

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. *8577.*

20 JUL 1931

Date of writing Report *15th July 1931* When handed in at Local Office *17th July 1931* Port of *Copenhagen*
No. in Survey held at *Copenhagen* Date, First Survey *3rd September 1930* Last Survey *10th July 1931*
Reg. Book. *91756* on the *Twin* Motor *"NOREG"* Screw vessel
Built at *Copenhagen* By whom built *Akt. Burmeister & Wain's* Yard No. *586* When built *1930-31*
Engines made at *Copenhagen* By whom made *Akt. Burmeister & Wain's* Engine No. *1901* When made *1930-31*
Boiler No. *1850* When made *1931*
Boiler belonging to *Gangesund*

Brake Horse Power *3000.* **COPY.** fitted *Yes.*

Rpt. 1st.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			acting single
	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	Per Rule or as approved.	Per Rule or as approved.	Per Rule or as approved.	Per Rule or as approved.	Per Rule or as approved.	Per Rule or as approved.	Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverse	Rivets in Brackets to Bulkheads.	
aming of L, L or C	150	75	105	180	90	105	6	3	405	7	3 1/2	405	7/8	5 1/2	5 1/2	Yes.
ames in Bridge 'tween Decks ...	230	90	11	180	90	105	9	3 1/2	405	7	3 1/2	405	"	"	"	Yes.
ames from Uppermost Continuous Deck No. 1	230	90	11	180	90	105	9	3 1/2	405	7	3 1/2	405	"	"	"	Yes.
270 x 90 x 13 (11-23)	230	90	11	180	90	105	9	3 1/2	405	7	3 1/2	405	"	"	"	Yes.
" 4	280	90	12	180	90	105	10 1/2	3 1/2	445	7	3 1/2	445	"	"	"	Yes.
290 x 90 x 14	280	90	12	200	90	105	11 1/2	3 1/2	475	7 1/2	3 1/2	475	"	"	"	Yes.
300 x 90 x 14	280	90	14	200	90	105	12	3 1/2	505	8	3 1/2	505	"	"	"	Yes.
" 7	300	90	14	200	90	125	12	3 1/2	535	9	3 1/2	535	"	"	"	Yes.
120 x 47	300	90	16	230	90	115	12	3 1/2	565	9	3 1/2	565	"	"	"	Yes.
13 x 50	15 x 13 x 4 x 63	250	90	115	15 x 13 x 4 x 62	250	90	115	15 x 13 x 4 x 62	10	3 1/2	445	"	"	"	Yes.
" 10	15 x 13 x 4 x 63	250	90	115	15 x 13 x 4 x 62	250	90	115	15 x 13 x 4 x 62	10	3 1/2	445	"	"	"	Yes.
" 11	15 x 13 x 4 x 63	250	90	125	15 x 13 x 4 x 62	250	90	125	15 x 13 x 4 x 62	10	3 1/2	445	"	"	"	Yes.
" 12	17 x 13 x 4 x 68	270	90	13	17 x 13 x 4 x 68	270	90	13	17 x 13 x 4 x 68	10 1/2	3 1/2	445	"	"	"	Yes.
" 13																
" 14	17 x 13 x 4 x 68															
" 15																
" 16																
Spacing of longitudinal Frames	Amidships	30"		At Ends	30"											
Double Bottoms	Transverse	11		Transverse	11											
L or C	Bottom			Bottom												
aming of Longitudinals	Amidships			At Ends												

Transverses.		21" - 38"		21" - 38"		Rivets in Lugs to Shell Diam. Spacing	
Bridge Decks	Depth and Thickness	21"	38"	21"	38"	7/8 1/2	
	Face Angles	3" FL	3" FL	3" FL	3" FL		
	Lugs to Shell	90 90 10	3 1/2 3 1/2 1/40	3 1/2 3 1/2 1/40	3 1/2 3 1/2 1/40		
In or 'tween Decks.	Depth and Thickness	30 40	30 40	30 40	30 40	7/8 H	
	Face Angles	90 90 10	3 1/2 3 1/2 1/40	3 1/2 3 1/2 1/40	3 1/2 3 1/2 1/40		
	Lugs to Shell	90 90 10	3 1/2 3 1/2 1/40	3 1/2 3 1/2 1/40	3 1/2 3 1/2 1/40		
Hold.	Depth and Thickness	60 - 52 x 46	60 - 52 x 46	60 - 52 x 46	60 - 52 x 46	7/8 L	
	Face Angles	150 90 10	6 3 1/2 1/40	6 3 1/2 1/40	6 3 1/2 1/40		
	Lugs to Shell	150 150 12	6 6 1/40	6 6 1/40	6 6 1/40		
Brackets		✓					
acing of Transverse Frames		8' 7 1/2" - 12' 3" - 8' 7 1/2"		8' 7 1/2" - 12' 3" - 8' 7 1/2"			
* State if jogged or liners.		jogged.		jogged.			

itudinal ms of or C	C	Bridge Deck ...	150 75 8	6 3 32	34"	
			Upper ..	200 90 12 1/2	8 1/2 3 1/2 1/40	30"
			Second ..	230 90 12 1/2	9 1/2 3 1/2 1/40	30"
		Third ..	✓	✓		

In Ships.		As approved.	
Plate.	Angles.	Plate.	Angles.
11 x 38	180 75 110	19 x 40	5" FL
19 x 40	5" FL	19 x 40	6 x 3 1/2 x 40
13 x 40	150 90 110	19 x 40	6 x 3 1/2 x 40
21 x 42	150 90 115	21 x 42	6 x 3 1/2 x 70

Transverse Beams.	11 x 38	180 75 110	19 x 40	5" FL	19 x 40	6 x 3 1/2 x 40	main engines.
	21 x 42	150 90 115	21 x 42	6 x 3 1/2 x 70	21 x 42	6 x 3 1/2 x 70	auxiliary engines.

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.

High Pressure Air Receivers, No. *2* *30056-003064-024033*
Seamless, lap welded or riveted longitudinal joints *Seamless* Material *S.M. Steel* Range of tensile strength *20-25* Working pressure *150*
Starting Air Receivers, No. *1* *30056-003064-0243*
Seamless, lap welded or riveted longitudinal joints *Seamless* Material *S.M. Steel* Range of tensile strength *20-25* Working pressure *150*

003056-003064-0245 1/2