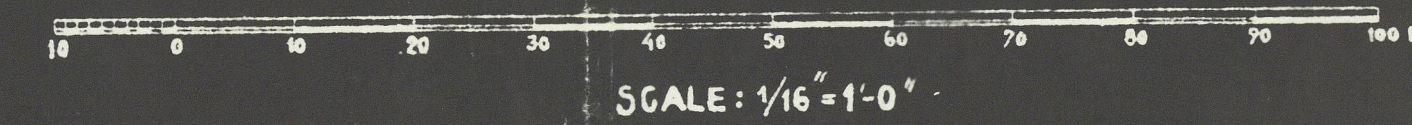
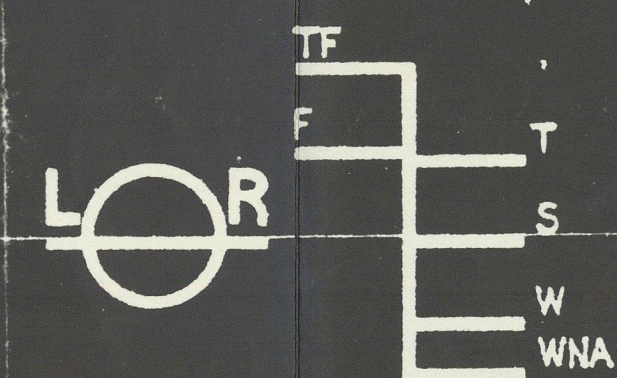
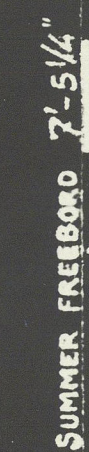
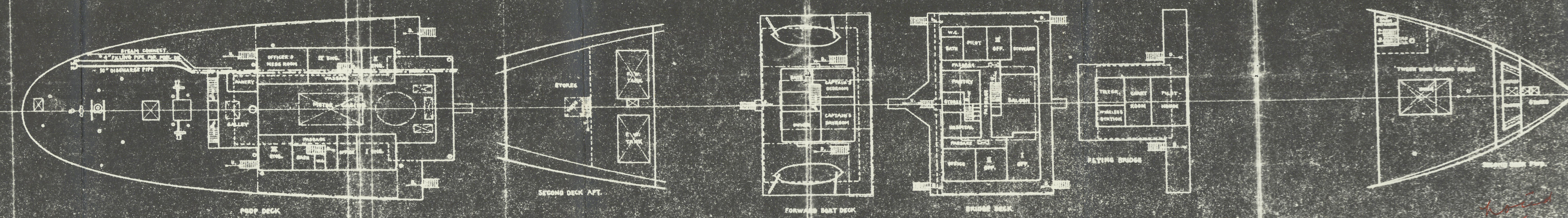
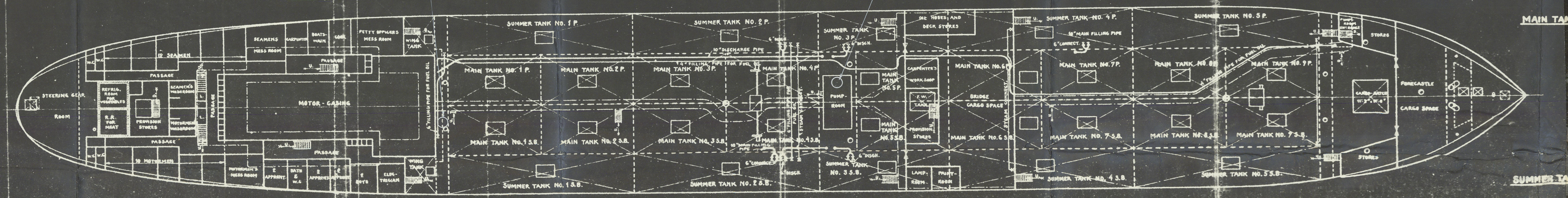
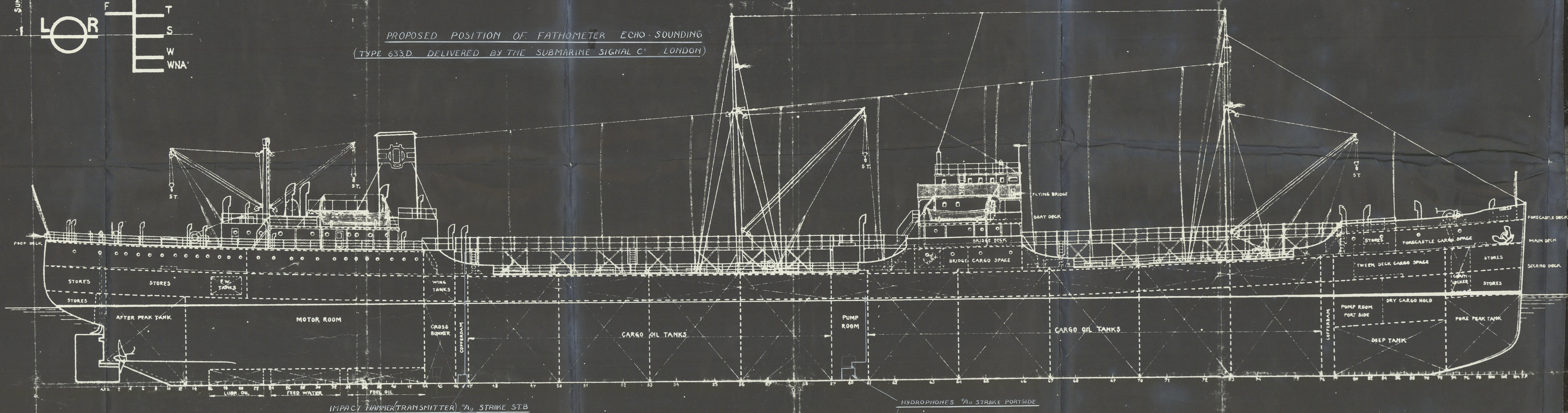


OWNERS: AKTIESELSKAPET FALKEFJELL, OLSEN & UGELSTAD, OSLO.
BUILT 1931 BY KÖCKUMS MEK. VERKSTADS A-B, MALMÖ.
ENGINES: 2 KÖCKUM M-A-N DIESELMOTORS.
GLASS: LLOYD'S REGISTER 100 A1, CARRYING PETROLEUM IN BULK.
OWNERS TELEGRAPHIC ADDRESS: "UGELSTADG" OSLO.

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PROPOSED POSITION OF FATHOMETER ECHO-SOUNDING
(TYPE 633D. DELIVERED BY THE SUBMARINE SIGNAL C^o LONDON)



| HULL | |
|---|----------------------------|
| DESCRIPTION | SINGLE DECK TANK-MOTORSHIP |
| WITH POOP BRIDGE AND FORECASTLE | |
| LENGTH BETWEEN P.P. | 460'-0" |
| BREADTH MOULDED | 82'-6" |
| DEPTH MOULDED TO UPPER DECK | 34'-7" |
| HEIGHT OF POOP AND BRIDGE | 7'-9" |
| " " FORECASTLE | 7'-6" |
| " " DECKHOUSES | 7'-6" 7'-4" |
| NUMBER OF TRANSVERSE BULKHEADS | 16 |
| " " LONGITUDINAL | 1 |
| TWO MASTS OF STEEL WITH TELESCOPIC TOPMasts OF WOOD | |
| ONE DERRICK LIFT OF STEEL | |
| DERIGGS: 3 TO LIFT 5 TONS IN DOUBLE PART | |
| THREE BOW ANCHORS AND ONE STREAM ANCHOR | |
| ELECTRIC LIGHTING THROUGHOUT | |
| STEAM HEATING IN ALL ACCOMMODATIONS | |
| DEADWEIGHT CAPACITY: 12,415 TONS | |
| TONNAGE: GROSS: 7,727.22 | |
| NET: 4,603.42 | |

| MACHINERY | |
|-------------|---|
| PROPEL | TWO SINGLE ACTING, FOUR CYCLE DE- |
| LING | SEL ENGINES OF ABOUT 2450 H.P. |
| MOTORS | EACH 8 CYLINDERS 570 "4" DIAM. 1000"4" STROKE, TYPE: KOCKUM M.A.N. |
| DONKEY | 2 OILFIED, DIAM. 3400 "4" L. 3400 "4" M. |
| BOILERS | 2 TAIL HEATING SURFACE 3404 M ² STEAM PRESSURE 12 KG/CM ² |
| 2 STEAM | MESSERS DE ROTTERDAMSE DROOGMAK |
| CARGO PUMPS | MAATSCHAPP ROTTERDAMSE HUISHOUTZ DRIEFL 325 "4" FROM AGAINST A WATERING DE 60 CM |
| STEAM | ONE 2 "4" ONE 8 "4" ONE 9 "4" FOR |
| WINDING | WARPING PURPOSES |
| WINDLASS | 305 "4" 360 "4" FOR 2 "4" CHAIN CABLES |
| STEERING | ALL RUGER, THOMAS B. THURSE, GENSE |
| GYLARS | BUCKET MOTOR 11 ROW, RUDDER HEAD 300 "4" |
| HEATING | ON MANY CABLE TRAILS AND WINDMILLS 2 "4" TONS |
| WINDING | 11 "4" KNOTS |

| CAPACITY OF DRY CARGO HOLD | |
|----------------------------|---------|
| COMPARTMENT | CU. FT. |
| | GRAIN |
| DRY CARGO HOLD | 17960 |
| " " DECK | 12625 |
| " " FORECASTLE | 8105 |
| " " BRIDGE SPACE | 10740 |
| TOTAL | 50530 |

| COMPARTMENT | GAL. FT. | TONS |
|-------------------------|----------|------|
| D.S. FEED WATER TANK | 2810 | 76 |
| TANKS IN TWEEN DECK AFT | 1800 | 50 |
| TANK IN BRIDGE SPACE | 250 | 7 |
| TOTAL | 4860 | 133 |

| CARGO PIPE LINES | |
|--------------------------------------|----------|
| MAIN SUCTION PIPES | 18" galv |
| SUCTION BRANCHES IN TANKS | 8" " |
| MAIN DELIVERY PIPES | 10" " |
| FUEL OIL FILLING PIPES | 6" " |
| ALL SHORE CONNECTIONS | 6" " |
| OIL HOSES TO BE USED | 6" 8" |
| TOTAL NUMBER OF CARGO OIL DELIVERIES | 10 |

| CAPACITIES OF PROV. STORES ETC. | | |
|---------------------------------|------------|---------|
| COMPARTMENT | FRAME | CU. FT. |
| LOWER 'TWEEN DECKS AFT | STERN - 8 | 838 |
| UPPER " " " | | 2460 |
| " " " " | 0 - 21 | 10950 |
| " " " " | PP - STEER | 1730 |
| UPPER " " " | | 1940 |
| PROV. UPPER DECK AFT | 8 - 14 | 1510 |
| " BRIDGE 'TWEEN DECKS | 62% - 53% | 1150 |
| REFRIG. PROV. VEGETABLES | 3-8 | 410 |
| " " MEAT | | 376 |
| TOTAL | | 19228 |

| CAPACITIES OF CARGO TANKS | | | | | | | | | | | | | |
|---------------------------|--------------------------------------|------------|---|-------------------|----------|--------|-----------|---|--------|-------------------|-------|--|--|
| TANK NO. | CU. FT. TO TOP OF PLUG-HOLE | OIL | | | | | | WATER | | | | | |
| | | 51 CU. FT. | | 8 1/2 % EXPANSION | | | | 35 CU. FT. | | 8 1/2 % EXPANSION | | | |
| | | TONS A | EFFECT ON DRAUGHT DUE TO FILLING OF TANKS | | | | TONS A | EFFECT ON DRAUGHT DUE TO FILLING OF TANKS | | | | | |
| | | | MEAN DRAUGHT | | | | | MEAN DRAUGHT | | | | | |
| | | | 12'-0" | | 24'-0" | | | 12'-0" | | 24'-0" | | | |
| 1016 KG. | FWD | AFT | FWD | AFT | 1016 KG. | FWD | AFT | FWD | AFT | | | | |
| 1 P. | 25 5/8 | 508 | +1.4% | +4.9% | +1.0% | +4.0% | 741 | +2.0% | +6.1% | +1.5% | +4.3% | | |
| 1 S. | 25 5/8 | 509 | | | | | 742 | | | | | | |
| 2 P. | 26 7/8 | 513 | +0.6% | +3.1% | -0.4% | +3.4% | 747 | +0.1% | +5.0% | +0.5% | +4.0% | | |
| 2 S. | 26 7/8 | 514 | | | | | 749 | | | | | | |
| 3 P. | 26 7/8 | 515 | +0.3% | +3.0% | +0.5% | +2.7% | 751 | +0.4% | +4.5% | +0.7% | +3.1% | | |
| 3 S. | 27 0/8 | 516 | | | | | 752 | | | | | | |
| 4 P. | 26 8/8 | 513 | +1.2% | +2.8% | +1.1% | +1.0% | 748 | +4.7% | +3.5% | +1.0% | +2.0% | | |
| 4 S. | 26 7/8 | 515 | | | | | 750 | | | | | | |
| 5 P. | 26 8/8 | 513 | +2.4% | +0.1% | +2.2% | +0.10" | 744 | +3.4% | +1.3% | +3.2% | +1.5% | | |
| 5 S. | 26 7/8 | 515 | | | | | 750 | | | | | | |
| 6 P. | 26 7/8 | 515 | +3.2% | +0.0% | +2.1% | +0.15" | 751 | +4.7% | -0.0% | +4.3% | +0.2" | | |
| 6 S. | 27 0/8 | 516 | | | | | 752 | | | | | | |
| 7 P. | 27 0/8 | 524 | +4.2% | -0.0% | +3.9% | 0.0-0" | 764 | +5.0% | -1.5% | +3.6% | -1.0" | | |
| 7 S. | 27 4/8 | 526 | | | | | 766 | | | | | | |
| 8 P. | 28 2/8 | 542 | +3.5% | +1.10% | +4.7% | +1.5% | 790 | +5.5% | +2.10" | +6.9% | +2.0% | | |
| 8 S. | 28 4/8 | 544 | | | | | 792 | | | | | | |
| 9 P. | 28 2/8 | 542 | +6.0% | -2.10" | +5.5% | +2.4% | 770 | +6.0% | +4.4% | +7.0% | +3.5" | | |
| 9 S. | 28 4/8 | 543 | | | | | 771 | | | | | | |
| 1 P. | 6 5/8 | 125 | -0.0% | +1.1" | -0.2" | +0.11" | 183 | -0.1% | +1.6% | -0.3" | +0.4" | | |
| 1 S. | 5 3/8 | 126 | | | | | 183 | | | | | | |
| 2 P. | 6 5/8 | 125 | +0.0% | +0.7% | -0.2% | +0.46" | 183 | +0.3% | +0.11" | +0.3% | +0.9% | | |
| 2 S. | 6 3/8 | 125 | | | | | 183 | | | | | | |
| 3 P. | 4 5/8 | 89 | +0.4% | +0.2% | +0.4% | +0.2" | 127 | +0.6% | +0.3% | +0.5% | +0.3" | | |
| 3 S. | 4 5/8 | 89 | | | | | 127 | | | | | | |
| 4 P. | 6 5/8 | 125 | +0.0% | -0.1% | +0.3% | +0.0% | 183 | +3.4% | -0.2" | +1.1% | +0.1% | | |
| 4 S. | 6 5/8 | 125 | | | | | 182 | | | | | | |
| 5 P. | 6 5/8 | 117 | +1.1% | -0.6% | +1.1% | -0.5" | 174 | +1.7% | -0.7% | +1.7% | -0.7" | | |
| 5 S. | 6 5/8 | 117 | | | | | 174 | | | | | | |
| TOTAL | 551 3/8 | 10 847 | | | | | 15 376 | | | | | | |

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