

STEEL STEAMER or MOTORSHIP.

Received at London Office JUL 17 1937

State if Report has been sent on the Freeboard of the Vessel yesState if Report is sent on the Machinery of the Vessel yesDate of completion of report 10th July 1937 Port of Copenhagen No. 10271
Survey held at Copenhagen Date First Survey 8th July 1936 Last Survey 1st July 1937On the (State if Machinery fitted Aft and) Steel Twin Screw Motor Tanker "Regina" Machinery fitted aftState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling Longitudinal framing State Type of Erections Poop, Bridge, ForecastleTONNAGE under Tonnage Deck... 8897.53 CLASS 100 A1 (State if with freeboard) no Built at CopenhagenDo. 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 470' 0" Launched 12th May 1937 No. 625Total ✓ Breadth (greatest moulded) B 65' 2" Builders Messrs. Burmeister & WainGross Tonnage 9545.16 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 35' 4" Owners Hansen-Tangens Rederi A/S.Register Tonnage 5695.13 1st Longitudinal Number (L x D) = 16605 Managers H.E. Hansen-Tangens ofREGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) = 47235 (Where necessary, give in feet, inches and tenths of an inch) Residence KristiansandLength 485.10 Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓ Port of Registry KristiansandBreadth 65.50 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.3 If surveyed while building, afloat, or in dry dockDepth 35.40 Draught Moulded 28' 3" 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 <u>Longitudinal framing</u>			Bracket Floors, Frame <u>✓</u>		
" " from $\frac{3}{8}$ length to Collision bulkhead <u>see Rpt* attached</u>			" " Reversed Frame <u>✓</u>		
" " in peaks <u>24</u> <u>✓</u>			" " Vertical Struts <u>✓</u>		
SIDE FRAMING.			Centre Girder, depth and thickness amidships <u>72 $\frac{5}{8}$ x .55</u> <u>✓</u>		
Frame Amidships, Angle, [or] <u>✓</u>			" " top Angles <u>90 90 11.25</u> <u>✓</u>		
" " Extends up to <u>✓</u>			" " bottom Angles <u>130 130 13.25</u> <u>✓</u>		
Reversed Frame Amidships, Angle <u>✓</u>			Side Girders, No. each side and thickness <u>3 off .50</u> <u>✓</u>		
" " Extends up to <u>✓</u>			Margin Plate depth (excl. of flange) and thickness <u>✓</u>		
Depth of Framing Girder <u>✓</u>			" " Vertical Angle to Tank side <u>✓</u>		
Frames in Uppermost Continuous 'tween Decks, Angle, [or] <u>✓</u>			" " Bracket abaft $\frac{1}{4}$ len. from stem <u>✓</u>		
" " Second 'tween Decks, Angle, [or] <u>✓</u>			" " Vertical Angle to Tank side <u>✓</u>		
" " Third " " " " <u>✓</u>			" " Bracket forward $\frac{1}{4}$ len. from stem <u>✓</u>		
Framing in Peaks, Angle or [<u>230 90 11</u> <u>✓</u>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem <u>✓</u>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <u>see Rpt 1*</u>			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem <u>✓</u>		
State if Frame Joggled <u>✓</u>			Tank Side Brackets, height above base line at toe of Frame and thickness <u>✓</u>		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <u>Panting beam on frame 97</u>			INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars <u>27 frame spacing 150 150 11 frames floors 39' .44' 3 bottom strakes .78</u>			Breadth and thickness of Middle Line Strake <u>72 $\frac{1}{2}$ x .53</u> <u>✓</u>		
SINGLE BOTTOM.			Thickness of remainder in <u>Hold Motor Room</u> <u>.53</u> <u>✓</u>		
Floors, Depth and thickness at mid-line in Holds <u>✓</u>			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in <u>Bunkers and Boiler Room 2</u> <u>yes</u> <u>✓</u>		
Height of Brackets at side above base line at toe of frame <u>✓</u>			BEAMS.		
Middle Line Keelson, on Floors, Angles, [or] <u>✓</u>			Uppermost Continuous Deck, amidships <u>✓</u>		
" " Through Plate or Intercostal Plate <u>✓</u>			" " in Wells, Angle, [or] <u>✓</u>		
" " Foundation Plate on Floors <u>✓</u>			" " in way of Bridge, Angle, [or] <u>✓</u>		
" " Flat Plate Keel Angles <u>✓</u>			Spacing <u>✓</u>		
Side Keelsons, No. each side <u>✓</u>			Second Deck, amidships, Angle, [or] <u>✓</u>		
" " thickness of Intercostal Plate <u>✓</u>			Spacing <u>✓</u>		
" " Angles <u>✓</u>			Third Deck, amidships, Angle, [or] <u>✓</u>		
DOUBLE BOTTOM. in Motor Room <u>30' .50</u> <u>✓</u>			Spacing <u>✓</u>		
Solid Floors, thickness and spacing <u>✓</u>			Fourth Deck, amidships, Angle, [or] <u>✓</u>		
" " Are Frame and Reversed Frame joggled? <u>yes</u>			Spacing <u>✓</u>		
Bracket Floors, breadth and thickness at middle line <u>✓</u>			Poop Deck, Angle, [or] <u>Longitudinal 150 75 8</u> <u>✓</u>		
" " breadth and thickness at margin plate <u>✓</u>			Spacing <u>30' within casing 36'</u> <u>✓</u>		
			Bridge Deck, Angle, [or] <u>Longitudinal 150 75 8</u> <u>✓</u>		
			Spacing <u>31' - 32'</u> <u>✓</u>		
			Forecastle Deck, Angle, [or] <u>Longitudinal 150 75 8</u> <u>✓</u>		
			Spacing <u>36'</u> <u>✓</u>		

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	✓ ✓
„ in 'tween Decks, Size and Spacing			Thickness of Plating abreast Deck openings in way of Wells	✓ 40 ✓
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge	✓ ✓
„ in Holds „ „			Thickness of Plating within line of openings...	✓ 36 ✓
2 Longitudinal „ „ „			If Sheathed, material and thickness	✓ ✓
Centre Line Bulkhead.			Second Third Deck. aft	
Stiffeners and Spacing.....	340 100 15 Sp. 30" to 200 90 10 1st deck line 34 1/2	✓	Stringer Plate, breadth and thickness.....	✓ 40 ✓
Plating, thickness of54 - .38 forward .51 - .38	✓	If Plated, state thickness.....	✓ 38 ✓
STRINGERS AND DECKS.			Fourth Deck.	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓ ✓
Stringer Plate, breadth and thickness in Wells	63 x .78	✓ ✓	If Plated, state thickness	✓ ✓
„ „ „ „ „ in way of Bridge	63 x .93	✓ ✓	Poop Deck.	
„ Angle in Wells	180 180 18 75	✓ ✓	Stringer Plate, breadth and thickness	✓ 56 x .38 39 x .38
Thickness of Plating abreast Deck openings in way of Wells78	✓ ✓	Plating, Sheathing, material and thickness	✓ 32 - 128 2 1/2" pine ✓
Thickness of Plating abreast Deck openings in way of Bridge78	✓ ✓	Bridge Deck.	
Thickness of Plating within line of openings...	.50	✓ ✓	Stringer Plate, breadth and thickness.....	✓ 43 x .44 ✓
If Sheathed, material and thickness	✓	✓	Plating, Sheathing, material and thickness	✓ 34 2 inside house ✓
Second Deck, forward			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells...	.40	✓ ✓	Stringer Plate, breadth and thickness.....	✓ 36 x .38 ✓
			Plating, Sheathing, material and thickness ..	✓ 36 ✓

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>52</i>	<i>1.03</i>	<i>.89</i>	<i>.80</i>	<i>✓</i>	<i>2</i>	<i>1</i>	<i>4</i>	<i>5</i>	<i>1 1/8</i>	<i>4</i>	<i>lapped</i>
" DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
BOTTOM PLATING, No. of Strakes <i>A-B</i>	<i>84 1/2</i>	<i>.65</i>	<i>.78</i>	<i>.51</i>	<i>✓</i>	<i>2</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>lapped</i>
BILGE PLATING, No. of Strakes <i>C-D</i>	<i>80 1/2</i>	<i>.66</i>	<i>.54</i>	<i>.58</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
<i>E-F</i>	<i>63</i>	<i>.62</i>	<i>.53</i>	<i>.53</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes	<i>22</i>	<i>.66</i>	<i>.52</i>	<i>.52</i>	<i>✓</i>	<i>2</i>	<i>7/8</i>	<i>3 1/8</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells... <i>L</i>	<i>71</i>	<i>.93</i>	<i>.48</i>	<i>.48</i>	<i>✓</i>	<i>2</i>	<i>1</i>	<i>3 1/2</i>	<i>5</i>	<i>1</i>	<i>4 1/2</i>	<i>lapped</i>
UPPER DECK, Sheer-strake in Bridge <i>L</i>	<i>71</i>	<i>1.08</i>	<i>.48</i>	<i>.50</i>	<i>✓</i>	<i>2</i>	<i>1 1/8</i>	<i>4</i>	<i>5</i>	<i>1 1/8</i>	<i>5</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells... <i>L</i>	<i>83</i>	<i>.79</i>	<i>.48</i>	<i>.48</i>	<i>✓</i>	<i>2</i>	<i>1</i>	<i>3 1/2</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>1</i>	<i>3/4</i>	<i>2 5/8</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>lapped</i>
POOP SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>.42</i>	<i>✓</i>	<i>1</i>	<i>7/8</i>	<i>3 1/8</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>lapped</i>
BRIDGE SIDE PLATING ...	<i>✓</i>	<i>.52</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>2</i>	<i>7/8</i>	<i>3 1/2</i>	<i>2</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>
FOREC'TLE SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>.44</i>	<i>✓</i>	<i>✓</i>	<i>1</i>	<i>3/4</i>	<i>2 5/8</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		12 ✓	
Extending to Upper Deck (Sec. 3 c)			
" Deck next below		✓	
As per Rule		✓	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	3 w.t.s.	51-38 63" x 46	✓	6300 x 90.13	✓
" " Second	1 w.t.s.	50-38 63" x 46	✓	6280 x 90.135	✓
" " Third	1 w.t.s.	50-38 63" x 46	✓	6180 x 90.95	✓
" " Holds	1 w.t.s.	53-31 58 x 34	✓	6230 x 90.12.5	✓
" " COLLISION	1 w.t.s.	46-31 5200 x 75.11	✓	29	✓
" " AFTER PEAK	1 w.t.s.	46-31 5200 x 75.11	✓	29	✓

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Upper part	plate	88-72	
STEM	Lower part	cast	as	Kolsra Jernverks
STERN FRAME	Propeller Brackets	cast	as	Krieger
	Rudder Post	cast	as	Düsseldorf
Speed of Vessel		12 1/2 knots.		See Appr Plan.
RUDDER—Type		Forged		
" A x D		769		Bulmeister
" Diam. of head		12 3/4		Wain
" Mainpiece at top pintle		12 3/4		
" " heel		9 5/8		
" how constructed		4 arms, shrunk on		
" double or single plate coupling, vertical or horizontal		single	1.14	
		horizontal		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open heartl. process*
Gutehoffnungshütte, Cargo Fleet Iron Co. Appleby Frodingham Steel Co. Skinningrove Iron Co.
Colvilles Ltd. West Hartlepool Steel. Iron Works. Dorman, Long & Co. Consett Iron Works
 Has the Steel been tested as required by the Rules? *yes*

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS. in tanks No 7 to 9 In Ship.			ENDS. 17 forward 2 aft In Ship.			AMIDSHIPS. Per Rule or as approved.			ENDS. 17 forward 2 aft Per Rule or as approved.			RIVETING.				
	Ins.			Ins.			Ins.			Ins.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Bulkheads at ends.
	Diam.			Diam.			Diam.			Diam.			Ins.	Speng.	Inches.	Number.	Diameter. Inches.
Framing of \perp , \angle or \equiv																	
Frames in Bridge 'tween Decks ...																	
Frames from Uppermost Continuous Deck No. 1	230	90	11	180	90	9.5	230	90	10	180	90	9.5	7/8	5 1/4	5 1/4	7	7/8 x 3 1/2
" 2	230	90	11	180	90	9.5	230	90	10	180	90	9.5	7/8	5 1/4	5 1/4	9	7/8 x 3 1/2
" 3	250	90	11	Deck			250	90	11	Deck					5 1/4	9	7/8 x 3 1/2
" 4	250	90	11	180	90	10	250	90	11	180	90	10	7/8	5 1/4	5 1/4	9	7/8 x 3 1/2
" 5	250	90	13	180	90	10	250	90	13	180	90	10	7/8	5 1/4	5 1/4	7	7/8 x 3 1/2
" 6	280	90	12	200	90	10	280	90	12	200	90	10	7/8	5 1/4	10 rivets	7	7/8 x 3 1/2
Back bars 3 1/2 x 3 1/2 x .44	280	90	13	230	90	11	280	90	13	230	90	11	7/8	5 1/4	each	9	7/8 x 3 1/2
" 8	300	90	13	230	90	11	300	90	13	230	90	11	7/8	5 1/4	side	9	7/8 x 3 1/2
" 9	320	100	13	230	90	12	320	100	13	230	90	12	7/8	5 1/4	4"	9	7/8 x 3 1/2
" 10	320	100	14	230	90	11	320	100	14	230	90	11	7/8	5 1/4	10 rivets	9	7/8 x 3 1/2
" 11	340	100	13	250	90	12	340	100	13	250	90	12	7/8	5 1/4	each	9	7/8 x 3 1/2
" 12	340	100	14	250	90	13.5	340	100	14	250	90	13.5	7/8	5 1/4	side	9	7/8 x 3 1/2
" 13	15.4 x 4.4	.44	.62	250	90	11	15.4 x 4.4	.44	.62	250	90	11	7/8	5 1/4	3 1/8"	9	7/8 x 3 1/2
No 26 E. welded at ends.				250	90	12	14 to 26			250	90	12			10 rivets	11	7/8 x 3 1/2
" 14				250	90	12				250	90	12			each side	11	7/8 x 3 1/2
" 15				250	90	13.5				250	90	13.5			3 1/8"	11	7/8 x 3 1/2
" 16				280	90	12				280	90	12				21	14 7/8 x 3 1/2
" 17				280	90	12				280	90	12				22	
" 18				280	90	12				280	90	12				23	
Spacing of Longitudinal Frames	29	30	30				30										
Amidships																	
Bottom																	
At Ends																	
Double Bottoms																	
Tank Top Longitudinals				230	90	11				230	90	11					
Bottom																	
Transverse framing.																	
Spacing of Longitudinals																	
Amidships																	
At Ends																	
Transverses.																	
In Bridge																	
'tween Decks																	
Depth and Thickness	30-24	.38					30	.38									
Face Angles	3" Flange						3" Flange										
Lugs to Shell	90	90	9.5				3 1/2	3 1/2	.38								
In Upper 'tween Decks																	
Depth and Thickness	72-87	.46					72-87	.46									
Face Angles	57-72						57-72										
Lugs to Shell	280	90	12				280	90	12								
In Sides																	
Depth and Thickness	340	100	17				340	100	17								
Lugs to Shell	150	150	12				6 1/2	6 1/2	.46								
9-12 back bar	90	90	11				3 1/2	3 1/2	.44								
Depth and Thickness	72	.48					72	.48									
Face Angles	340	100	14.5				340	100	14.5								
In Bottom																	
Lugs to Shell	150	90	11.5				6	3 1/2	.46								
" " Back Bars	150	150	12				6	6	.46								
" " 22 to 25	90	90	12				3 1/2	3 1/2	.48								
Brackets																	
Spacing of Transverse Frames	9'4	12'6	9'4				9'4	12'6	9'4								
State if joggled or liners.																	
Longitudinal Beams of \perp , \angle or \equiv																	
Bridge Deck	150	75	8				150	75	8								
Upper	250	90	11	150	75	8	250	90	11	150	75	8					
Second				165	75	9				165	75	9					
Third				150	75	9				150	75	9					
Spacing																	
In Ships																	
As approved																	
Plate																	
Angles																	
Transverse Beams																	
Plate																	
Angles																	
10 x .38	150	75	10	10 x .38	8	3 x .40	10 x .38	150	75	10	10 x .38	8	3 x .40	150	75	10	10 x .38
45 x .46	150	90	11	45 x .46	6	3 1/2 x .56	45 x .46	150	90	11	45 x .46	6	3 1/2 x .56	150	90	11	45 x .46
35 x .40	150	90	11	35 x .40	6	3 1/2 x .40	35 x .40	150	90	11	35 x .40	6	3 1/2 x .40	150	90	11	35 x .40
15 x .40	150	90	11	15 x .40	6	3 1/2 x .40	15 x .40	150	90	11	15 x .40	6	3 1/2 x .40	150	90	11	15 x .40
18 x .40	230	90	11	18 x .40	6	3 1/2 x .40	18 x .40	230	90	11	18 x .40	6	3 1/2 x .40	230	90	11	18 x .40
12 x .40	190	90	10	12 x .40	6	3 1/2 x .40	12 x .40	190	90	10	12 x .40	6	3 1/2 x .40	190	90	10	12 x .40
15 x .40	200	90	12	15 x .40	6	3 1/2 x .40	15 x .40	200	90	12	15 x .40	6	3 1/2 x .40	200	90	12	15 x .40

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.

EQUIPMENT No 48612										LETTER dt		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.			
2087	1st Bower ...	82	2	10	✓		✓	60	0	0	0	81 1/4	} Stockless Union	Dortmund Hoerder Hüttenverin	18.2.1937 Jul. Quast
2086	2nd „ ...	82	2	4	✓		✓	60	0	0	0	81 1/4			
2088	3rd „ ...	70	3	19	✓		✓	54	5	0	0	69 1/2			
	Collective weight	236	0	5			✓				✓	232			✓
	Stream	24	1	27	6	2	4	24	6	1	0	23 1/2	ordinary stock	„	18.2.1937. Quast

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.	Chr.					Length.	Chr.				
	Fathoms.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.	
1447	301	2 1/2	112.	157.	1024.	1.	7.	940	300	2 1/2	stud link	Schlieper Grüne	24.3.1937 Jul. Quast.	TOWLINE	130	5 1/2	91	130	5 1/2	
			10	10 cwt										HAWSERS & WARPS	100	2 3/4		100	2 3/4	
															100	2 3/4		100	2 3/4	
		Chr.		✓						Chr.				"	2a	90	3 1/2	✓		
															7a	90	4 1/2	✓		
	120	4 3/4		69.8					120	4 3/4		Als. Randers Rebslaani								

Steering Gear, <i>Steam</i>	<i>Th. B. Thrip electric</i>	Steering Gear, <i>Hand</i>	<i>Th. B. Thrip</i>
Boats	<i>2 off 27' 6" x 8' 4" + 3' 8"</i>	Steering Chains, Size and Test	✓
	<i>1 Dinghy 18' 0" x 6' 0" + 2' 4"</i>	Windlass	<i>Steam. Pusnæs Stöp. + Mek. Varksted.</i>
Ceiling in Holds, thickness and material	✓	Cargo Battens, thickness, material and spacing	✓
Cargo Hatchways. — (Upper Deck)	<i>Oil tight 17 off 5' 8" + 3' 8"</i>	Thickness of Hatches	<i>.50 steel</i>
	<i>2 off 5' 3" + 3' 8"</i>		
Size of No. 1 Hatchway (Forward)	<i>15' 0" + 9' 0"</i>	No. 2	✓
		No. 3	✓
		No. 4	✓
		No. 5	✓
		No. 6	✓
Number of Shifting Beams and/or Fore and Afters	<i>one</i>		<i>10' 3 1/2" + .375 + .50</i>
AKTIESELSKABET JULY 12. 1937. BURMEISTER & WAINSMASKIN OG SKIBSBYGGERI Builder's Signature <i>[Signature]</i>			

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo

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 plans, the Secretary's letters and as required by the Society's Rules for the class contemplated. The workmanship is good and to my satisfaction.

The vessel is intended to carry petroleum in bulk. All cargo oil tanks, fuel oil and lubricating tanks, coffer-dams, fresh water and peak tanks have been tested as required by the Rules and found satisfactory. Decks clear of cargo oil tanks have been tested by hose and found tight and in order.

The approved plans are being retained in this office in order to deal with two sister-vessels building at

The amount of Entry Fee	<i>Kr. 246.40</i>	Fees applied for,		(Special notations, where part of class, to be stated.)
Special Survey Fee	<i>£ 14739.20</i>	Received by me,		
Freeboard	<i>448.00</i>			
Travelling Expenses, if any	<i>£ 10.20</i>			
	<i>244 kr 90.00</i>			
State whether the Vessel has been built under Special Survey	<i>yes</i>	I am of opinion the Vessel should be Classed	<i>+ 100 A1</i>	
		<i>carrying petroleum in bulk</i>		
		<i>Longitudinal framing, bracketless system</i>		
		<i>Cruiser stern.</i>		
Certificate to be sent to	<i>Surveyors office</i>	Signature	<i>W. J. J. J.</i>	
	<i>Copenhagen</i>	Surveyor to Lloyd's Register of Shipping.		
	Date of issue			

Committee's Minute	TUE. 27 JUL 1937
Character assigned	<i>+ 100 A1</i>
	<i>Carrying petroleum in blk</i>
	<i>Lloyd's ATCP.</i>
	<i>+ LMC 7.37</i>
	<i>2 DB - 180 lb. CL</i>
	<i>OL</i>



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Lloyd's Register Foundation

0159 3/3

present in Copenhagen.

D. F. (Direction finder)

List of certificates attached.

SPECIAL NOTATIONS:—*Either as part of the vessel's class or for record in the Register Book*

1st Bower	Head	54.1.21	casting	12 feet	8.2.1932.	Jul. Quays
2nd "	"	54.1.10	"	"	"	"
3rd "	"	45.3.16	"	"	"	"

Over-all Length 501.13 ✓

1 deck, (steel) 2nd Dh clear of Cargo Tanks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>F.W. Tank</i>		<i>34</i>	Fore peak tank, <i>w.B.</i>	<i>22</i>	<i>97</i>
Double bottom, under Engines <i>42 Tons Lubr. oil</i>	<i>75.5</i>	<i>45.5</i>	After peak tank, <i>Lower part</i>	<i>20</i>	<i>63</i>
Double bottom, if under Engines only, <i>41 Tons Boiler oil</i>		<i>49.</i>	Deep tank, aft, <i>After peak, upper part w.B</i>	<i>18</i>	<i>112</i>
Double bottom, if under Boilers only, <i>168 Tons Fuel oil</i>		<i>200.</i>	Deep tank, forward, <i>Fuel oil 500 Ts.</i>	<i>42.75</i>	<i>600</i>
Double bottom, forward,			Other tanks, if fitted, <i>Fuel oil tank aft 244 Ts.</i>	<i>5.33</i>	<i>293</i>
Total capacity of double bottom		<i>328.5</i>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Date 8.6.1956

Dates of Surveys

July 36. 18. Nov. 13. 16. 17. 23. 27. Dec. 1. 8. 14. 18. 21. 23. 29. 31. Jan. 37. 6. 7.
8. 9. 13. 14. 18. 20. 30. Febr. 2. 3. 5. 9. 11. 12. 17. 24. March: 1. 5. 8. 10. 13. 19. 22. 23.
24. 30. 31. April. 1. 2. 5. 6. 7. 8. 14. 15. 16. 17. 19. 20. 21. 22. 24. 26. 27. 28. 30.
May: 3. 4. 5. 7. 8. 9. 10. 12. 27. June. 2. 4. 11. 21. 28. 30. July 1.

Total No. of Visits