

RECEIVED WRECK SECTION
3 JUL 1951
IN D.O.

N/N "METTE"

STEEL STEAMER OR MOTORSHIP

2 JUL 1951
Received at London Office

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.

WRECK SECTION 1
NO

Date of completion of report 29th June, 1951. Port of MALMÖ. No. 2970.
Survey held at MALMÖ. Date First Survey 13/10 1950 Last Survey 21/6 1951.

On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) m/t "SVITHIOD" (Machinery fitted aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling. State Type of Erections Poop, Bridge & Forecastle.

TONNAGE under Tonnage Deck ... 9.440,50
Do. of space or spaces between Tonnage Dk. and Upper Dk.
Total
Gross Tonnage Brit. 10.650,02 Swed. 10.555,11
Register Tonnage Brit. 6.202,30 Swed. 7.827,11

CLASS *100A1 Carrying Petroleum in Bulk. State if with freeboard as condition of Class No.
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 500.82'
Breadth (greatest moulded) B 63.00'
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38.50'
1st Longitudinal Number (L x D) = 18750
2nd Numeral L x (B + D) = 50250
Framing Depth "d," at middle of length. See Sec. 3 (1d) ...
Proportions—Depth to Length—Uppermost continuous deck to top of keel ... 12.99
Do. Long Bridge to top of keel ...
Draught Moulded 29'-9.91"

Built at Malmö.
Launched 3rd April, 1951. Yard No. 325
Builders Kockums Mek. Verkstads A.-B.
Owners Stockholms Federi A.-B. Svea.
Managers Eman. Högberg (Where necessary to be entered in Reg. Book)
Residence Stockholm.
Port of Registry Stockholm.
If surveyed while building, afloat, or in dry dock Yes.

REGISTERED DIMENSIONS. FEET
Length 525.6'
Breadth 63.2'
Depth 38.9'

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.....	Longitudinal.		Bracket Floors, Frame		
" " from 1/3 length amidships to Collision bulkhead.....	Framing ✓		" " Reversed Frame.....		
" " in E.R.	820 ✓		" " Vertical Struts		
" " in peaks dry tank	610 ✓		Centre Girder, depth and thickness amidships	E.R. 1240x.54" ✓	
SIDE FRAMING.			" " top Angles	E.W. T. & B. ✓	
Frame Amidships, Angle, [or [	See Report 1* ✓		" " bottom Angles.....	None..	
" " Extends up to.....			Side Girders, No. each side and thickness.....	4 .75" -.44" ✓	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness		
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Tank top level	WRECK SECTION
Depth of Framing Girder.....			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	at sides. ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [			" " Gussets, spacing and scantling abaft 1/4 len. from stem.....		
" " Second 'tween Decks, Angle, [or [			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " Third			Tank Side Brackets, height above base line at toe of Frame and thickness		
" " from 1/2 len. for'd. to 15% len. from Stem			INNER BOTTOM PLATING.		
" " in Peaks, Angle or [			Breadth and thickness of Middle Line Strake...	2280 x .57 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Thickness of remainder in Holds	1.18 - .57 ✓	
State if Frame Joggled.....			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E.R. & B. space and framing in Bulkheads and Boiler Room?	Yes. ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	As per appr. plan ✓		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			Uppermost Continuous Deck, amidships in Wells, Angle, [or [.....		
SINGLE BOTTOM.			" " in way of Bridge, Angle, [or [.....		
Floors, Depth and thickness at mid-line in Holds.....			" " Spacing		
Height of Brackets at side above base line at toe of frame.....			Second Deck, amidships, Angle, [or [.....		
Middle Line Keelson, on Floors, Angles, [or [			" " Spacing		
" " Through Plate or Intercostal Plate	As per approved plan ✓		Third Deck, amidships, Angle, [or [.....		See Report 1* ✓
" " Foundation Plate on Floors			" " Spacing.....		
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [or [.....		
Side Keelsons, No. each side.....			" " Spacing.....		
" " thickness of Intercostal Plate.....			Poop Deck, Angle, [or [.....		
" " Angles			" " Spacing.....		
DOUBLE BOTTOM.			Bridge Deck, Angle, [or [.....		
Solid Floors, thickness and spacing in E.R. ...	.54" - .44" 820 ✓		" " Spacing.....		
" " Are Frame and Reversed Frame joggled?	Floors E.W. T. & B. ✓		Forecastle Deck, Angle, [or [.....		
Bracket Floors, breadth and thickness at middle line			" " Spacing.....		
" " breadth and thickness at margin plate.....					

WRECK SECTION
NO



EQUIPMENT No. 52816

LETTER *f+*

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.	qrs.			lbs.		
1858	1st Bower	4450			-			64.000					85.5/6	Halls patent stockless.	Skoda Works Nat. corp.	Pilsen	25.4.49.	L.M.
1859	2nd "	4440			-			64.000					85.5/6	"	"	"	25.4.49.	L.M.
1857	3rd "	4435			-			64.000					85.5/6	"	"	"	25.4.49.	L.M.
Collective weight																		
1860	Stream	1421			359			28.000					26.1/2	Admiralty	"	"	25.4.49.	L.M.

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Fathoms.	Ins.	Fathoms.	Ins.
2494	300	2.1/4	100%	100%	87,840 lbs.				C.S. Stud Link (naco)	Nat. Malleable & steel castings Co.	N.M. & S.Co. Sharon P.A. 20.6.47. (ATG)	TOWLINE	1	130 mm	84,400	130	5 1/2
											J.M.G. Sw. (with 24-7-51)	HAWSERS & WARPS	4	100 mm	25,700	4-100	2.34
Iron Stream Chain or Steel Wire	1-120	127 mm			70900												

Steering Gear, Type (Power or hand) Electric Asea. Alternative Means of Steering Electric Asea

g Chains (Size and Test) - Windlass Helsingborgs Varfs A/B Boats 4 (2 ord. 2 motor)

in/Holds, thickness and material None. Cargo Battens, thickness, material and spacing None.

Hatchways.—(Upper Deck) Forecastle deck steel coaming 11 mm. Steel cover .36

Hatchways No. 1 (Fore) 3425 x 3400 No. 2 1525 x 1070 No. 3 - No. 4 - No. 5 - No. 6 -

or of Shifting Beams } for Fore and Afters }

Builder's Signature KOCKUMS MEKANISKA VERKSTADS AKTIEBOLAG

Handwritten signature: Kurt H. ...

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

This ship has been built under Special Survey in conformity with the Society's Rules and regulations and surveyor's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended in the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with or by standards equivalent to the Rule Requirements. The plans of the Midship Section and Profile and Decks showing the ship as built, forwarded herewith, have been checked with the approved arrangements and found in order. The material and workmanship are good. All cargo oil tanks, cofferdams, oil fuel bunkers and daily oil tanks, deep tank forward, all compartments in double bottom under motor space, peak tanks and fresh water tanks aft have been tested by water as required by Rules. The deck and watertight bulkheads clear of tanks and cofferdams and shell plating of Engine Room have been hose tested. The freeboard markings have been verified and cut in on the vessels sides. The steering gear and windlass have been tested under working conditions with satisfactory results.

The vessel undocked on the 21st June, 1951.

Freeboard Entry Fee	Kr. : 720	Fees applied for, 29/6 19 51.
Special Survey Fee	Kr. 24.980	
Sunday Fees	Kr. 200	Received by me, 19
Travelling Expenses, if any	£ : :	

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed *100A1 Carrying Petroleum in Bulk.

State whether the Vessel has been built under Special Survey Yes. Signature Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to M a l m ö. Date of issue 27/7/51

FRI. 20 JUL 1951

Committee's Minute Character assigned +100A1 "Carrying Petroleum in bulk"

6.51 mm. Lloyd's A+C.P. + LMC 6.51 Oil Eng. C.L.

2 DB 17/16.



Lloyd's Register Foundation

note for S.R.L.

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.)

Plans of vessel as built are forwarded herewith.

Midship Section.

Profile and Decks.

W.T. Bulkheads.

The approved plans are also forwarded herewith.

(Sister Ship Kockums Mek. Verkstad's Yard No. 326)

Midship Section.

Profile and plans.

Shell Expansion.

Bryggdäck med skott, webbar och barriär. (2 copies)

O.T. Bulkheads, Centre Girders Wash Bulkheads. (~~2~~ copies)

Fore end sections and Deep tank.

Oil fuel bunker.

Akterstäv.

Roder.

Hjärtstock.

After Peak. Sections and Plans.

Double bottom.

After end sections.

Platform in Motorroom between fr. 26-38.

Fore peak and collision bulkhead.

Arrangement of pumproom at fr. 52-53.

Gastight hatch in dry cargo hold.

Boiler seats.

Webs and bulkheads in tanks Nos. 1, 2, 9 & 10 Principal dimensions.

Proposed arrangement of Longitudinals in crossbunker and in shell fore and aft.

PARTICULARS OF ELECTRIC WELDING (if employed) Seams and butts of shell, deck, stringers, tank top and bulkhead plating are butt welded. Angle of "Vee" about 50°. All remaining connections are as per approved plan.

Electrodes:— O.K. 50, 52, ASEA Z.12, O.K. Rapid, Fusaro Electrode seamec.

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

RADAR fitted:— Yes.

Longitudinal framing, Electrically welded, cruiser stern, Machinery aft,

Type:— R.C.A. C.R.103

Carrying Petroleum in Bulk, D.F., E.S.D., Gyro, Radar.

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower Shank:— 1355 kgs. L.M. 1858/231 14.1.49. Head:— 2790 kgs. L.M. 1858/278 7.3.49.

2nd „ Shank:— 1357 kgs. L.M. 1859/252 17.1.49. Head:— 2783 kgs. L.M. 1859/279 7.3.49.

3rd „ Shank:— 1350 kgs. L.M. 1857/244 14.1.49. Head:— 2784 kgs. L.M. 1857/265 17.1.49.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 95.1 ft., R.Q.D. — ft., Bridge 39.11 ft., Forecastle 67.2 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated —

Official No. 9251 Signal Letters SHBN Extreme Breadth over Belting 63'-2.20" Over-all Length 533'-3"

(Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 deck and 2nd deck clear of cargo tanks. Steel.

Parts of Bottom of Vessel coated with cement or approved composition. Cement in peaks and fresh water tanks above A.P.T. also in well at aft end of E.R.

Particulars of composition (if fitted) and of approval —

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	salt Water Capacity.	Where Fitted.	Length.	salt Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	26.0	173
Double bottom, under Engines and Boilers,			After peak tank,	34.3	171
Double bottom, if under Engines only,	75	151	Deep tank, aft, Cross Bunker	8.9	485
Double bottom, if under Boilers only,			Deep tank, forward,	34.0	604
Double bottom, forward,			Other tanks, if fitted above A.P.T.		131
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 159

Date 18/9-1946.

Dates of Surveys held while building

13, 14, 17, 21, 24, 26, 28, 30/10, 2, 6, 8, 10, 13, 23, 27/11, 1, 6, 8, 9, 11, 13, 19, 21, 27/12-1950.
8, 11, 30/1, 1, 5, 10, 14, 19, 22/2, 1, 3, 5, 6, 7, 9, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 27, 28,
29, 30, 31/3, 2, 3, 11, 17, 18, 21/4, 2, 9, 23, 26, 29, 31/5, 4, 5, 7, 8, 15, 18, 20, 21/6-1951.

Total No. of Visits 76