

RETAIN

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office.

27 AUG 1932

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**

Date of completion of report **18th August 1932.**

Port of **BREMEN.**

No. **1490.**

Survey held at **VEGESACK**

Date First Survey **23rd April 1931**

Last Survey **18th August 1932.**

On the (Machinery fitted Aft and Twin Screw)

MOTOR VESSEL "F.J. WOLFE"
CARRYING PETROLEUM IN BULK

State Type (Complete Superstructure without Tonnage Openings)

LONGITUDINAL FRAMING CRUISER STERN
RUBBER PARTLY ELECTRICALLY WELDED.

State Type of Erections **FORECASTLE + BRIDGE.**

TONNAGE under Tonnage Deck... **11758.**

CLASS **100A1**

State if with freeboard as condition of Class **NOT.**

Built at **VEGESACK.**

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 520.0**

Launched **3rd May 1932** Yard No. **698.**

Total **11758.**

Breadth (greatest moulded) **B 70.0**

Builders **BREMER VULKAN.**

Gross Tonnage **12431.73.**

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 38.75**

Owners **BALTISCH AMERIKANISCHE PETROLEUM IMPORT G.M.B.H.**

Register Tonnage **7100.27.**

1st Longitudinal Number (L x D) = **20150.**

Managers **WARIED TANKSCHIFF-RHEDEREI G.M.B.H.**

2nd Numeral L x (B + D) = **56550.**

Residence **DANZIG.**

REGISTERED DIMENSIONS.

Length **521.45.**

Framing Depth "d," at middle of length. See Sec. 3 (1d) **13.42.**

Port of Registry **"**

Breadth **70.35.**

Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.42.**

If surveyed while building, afloat, **AND** in dry dock

Depth **38.67.**

Do. Long Bridge to top of keel **30' 3 3/4"**

YES, DURING CONSTRUCTION.

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	SEE LONG. FRAMG.		Bracket Floors, Frame		
" " FRAME 80			" " Reversed Frame		
" " from 3 length to Collision bulkhead	66.5		" " Vertical Struts		
" " in peaks	610		Centre Girder, depth and thickness	AFT 1500x13.5	
SIDE FRAMING.			" " top Angles	90x90x14.	
Frame Amidships, Angle, [or]	SEE		" " bottom Angles	130x130x16	
" " Extends up to	SEE		Side Girders, No. each side and thickness	ONLY AFT 4 13.5.	
Reversed Frame Amidships, Angle	LONGITUDINAL		Margin Plate depth (excl. of flange) and thickness		
" " Extends up to	FRAMING.		" " Vertical Angle to Tank side	200x90x16	
Depth of Framing Girder			" " Bracket abaft 1/2 len. from stem	16	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, [or]			" " Bracket forward 1/2 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Framing in Peaks, Angle, [or]	250x90x11		" " Gussets, spacing and scantling forward 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating	340x100x15		Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	NOT.		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	3 STRINGERS BELOW 2nd DECK		Breadth and thickness of Middle Line Strake	1950x16	
3 STRINGERS BETWEEN PANTING BEAMS	150x150x13		Thickness of remainder in	ENG. ROOM 16	
STRENGTHENING OF BOTTOM FORWARD.	150x90x11		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in		
AMIDSHIPS THICKNESS OF SHELL. DOUBLE RIVETING WITH SHELL.	150x150x13		Bulkheads and Boiler Room? YES		
SINGLE BOTTOM.	200x100x12		BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, Peaks	200x90x12 FT.	
Height of Brackets at side above base line at toe of frame			" " in Way of Bridge, Angle, [or]	200x90x10 AFT.	
Middle Line Keelson, on Floors, Angles, [or]	180x90x10		" " Spacing	610	
" " Through Plate or Intercoastal Plate	1400 11.5		Second Deck, amidships, Angle, [or]	610	
" " Foundation Plate on Floors			" " Spacing	610	
" " Flat Plate Keel Angles	100x100x14.		TWEEN ONLY AFT.		
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or]	200x75x10	
" " thickness of Intercoastal Plate			" " Spacing	610	
" " Angles			Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM. ONLY AFT.			Spacing	760	
Solid Floors, thickness and spacing	12-13.5 760		Bridge Deck, Angle, [or]	SEE LONGIT. FRAMING.	
" " Are Frame and Reversed Frame joggled? YES			Spacing	760	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, [or]	200x90x12, 200x90x10.	
" " breadth and thickness at margin plate			Spacing	610	

PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	NOT	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	14 1/2	2 1/4	2 1/8	2 1/8		DOUBLE	28	4	3.. 3/4 5.. 1/2 4 AT ENDS	28	4 1/2 4 1/2	STRAPPED LAPPED		
„ DBLG. (if any)														
BOTTOM PLATING, No. of Strakes	A 2150 B 2000 C 2100 D 1850 E 1950	21 1/2 " " " " " " " "	21 1/2 " " 14 1/2 " " " "	14 1/2 " " " " " " " "	A B C D E	DOUBLE " " " "	25 " " " "	4 " " " "	5 ENDS 4 5 " 4 5 " 4 5 " 4 5 " 4	25 25 25 25 25	4 1/2 4 1/2 4 1/2 4 1/2 4 1/2	LAPPED " " " "		
BILGE PLATING, No. of Strakes	F 2000 G 2300 H 2300	" " 17 1/2 " "	" " 13 1/2 " "	" " 13 1/2 13 1/2	F G H	TREBLE " "	22 " "	3 1/2 " "	5, 4, ENDS 3 4, ENDS 3	15, 15, 22 22	4 1/2, 3 1/2 4, 3 1/2	" "		
SIDE PLATING, No. of Strakes	I 2150 J 1950 K 1400 L 1400	" " " " 23 1/2 " "	" " " " " " " "	" " " " " " " "	I J K L	" " DOUBLE "	" " 25 28	" " 4 "	4 " 3 4 " 3 4 " 3 3, 4, ENDS 3	22 22 22 25, 15, 22	4, 3 1/2 4, 3 1/2 4, 3 1/2 4, 3 1/2, 3 1/2	" " " STRAPPED + LAPPED ENDS		
UPPER DECK, Sheer-strake in Wells	M 1400	28	13 1/2	13 1/2	M	TREBLE	28	5	3, 4, " 3	25, 15, 22	4, 3 1/2, 3 1/2	STRAPPED + LAPPED ENDS		
UPPER DECK, Sheer-strake in Bridge	N 1400	33 1/2												
STRAKE BELOW Sheer-strake in Wells	O 1400	23 1/2				SEE L								
STRAKE BELOW Sheer-strake in Bridge	P 1400	23 1/2				SEE L								
POOP SIDE PLATING	Q 2520			11 1/2-13					2	22	3 1/2	LAPPED		
BRIDGE SIDE PLATING	R 2520	11 1/2-14 1/2							2	22	3 1/2	"		
FORECASTLE SIDE PLATING	S 1320		11 1/2						2	19	3 1/2	"		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 17

Extending to Upper Deck (Sec. 3 c).....16

Deck next below

As per Rule ***YES.***

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STERN FRAME	Propeller Post Rudder "	CAST STEEL FORGED 265 Ø	BREMER- APPR VULKAN. " SHODA- WERKE HÖCKNER- WERKE.	
RUDDER—A × D.	13.06 m ²			
Speed of Vessel.	12.5 KNOTS			
RUDDER mainpiece at head	FORGED	295 Ø	HÖCKNER-	
" " heel	"	295 Ø	WERKE.	
" how constructed	SIMPLEX BALANCE			
" double or single plate	BREMER			
" coupling, vertical	12 VULKAN.			
" horizontal	GUTE-HOFFENUNGS-HÜTTE			
	CAST AS APPR			

STIFFENERS.

Plating Thickness.	VERTICAL.	HORIZONTAL.	
		Scantlings.	Spacing.
	AM SHIPS.	BETW. BULKHEADS.	767-663
	150x150x11.5	C 200x90x10.	BETW. SHELL & BULKHEADS.
	1830x11.5.	C 200x90x14.5	
	200x90x12.	C 300x90x14.	
	30x48 FROM CENTRE.	C 250x90x11	
	750x150x11.5	C 250x90x14	
	1650x11.5	C 250x90x14	
	200x90x12.	C 250x90x14	
	3382 FROM CENTRE.	C 280x90x12	
	750x150x11.5	C 280x90x12	
	1900x11.5	C 300x90x13.5	
	180x90x11.5	C 310x100x13.5	
	75x8.9.	610	BOTTOM OF PUNPROM
	350x90x11-12	10, 10.5.	3 STRINGERS.
	230x90x11, 200x90x10	14.	2nd DECK.
	180x90x8.5, 165x75x8.5		
	5300x90x13	700	2 DECKS AND
	230x90x11	650	DECK 11-13.
	150x75x8	600	5000 ABOVE KEEL
	115x65x7		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).

[illegible]

Has the Steel been tested as required by the Rules? **YES, BY THE SOCIETYS SURVEYORS.**

See Special endorsement 7/9/32
not to insert

EQUIPMENT No 57484				LETTER 81				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
1710	1st Bower	96	2	27	66	2	2	0	100	0	UNION STOCKLESS UNION. DORTMUND, 19.1.32. M.B.
1711	2nd "	96	2	19	66	2	2	0	100	0	
1712	3rd "	96	2	16	66	2	2	0	100	0	
	Collective weight.	290	0	6					285	282 3/4	
1713	Stream	23	3	19	23	17	2	0	29 1/2	23 1/2	"

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.				Length and size per Table 54.	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 54.	
	Fathoms.	Diam.		Supplied.	Per Rule.	Cwts.	qrs.	lbs.					Length.	Cir.		Length.	Cir.
876	329 1/2	2 3/8	1896	181	1341.3.7				328	2 3/8	STVD LINK CARL SCHLIEPER.	GRÜNE, 28.8.31. J. G.	TOWLINE	805	102	205	102
													HAWSERS & WARPS	805	52		as appr.
														805	52		
														2	100	9" Manila	
	Stream	205	152						as appr.	205	152						

Steering Gear, Steam **ATLAS-WERKE, BREMEN.** Steering Gear, Hand **COMPLETE, ATLAS-WERKE.**

Boats **4 IRON LIFEBOATS 7.32 x 2.36 x 1.02.** Steering Chains, Size and Test **X** Windlass **STEAM, ATLAS-WERKE.**

Ceiling in Holds, thickness and material **X** Cargo Battens, thickness, material and spacing **X**

OIL HOLD
Cargo Hatchways. (Upper Deck) **1830 x 1220 x 800 x 11, 1220 x 610 x 800 x 11.** Thickness of Hatches **14, 10.**

Size of No. 1 Hatchway (Forward) **3650 x 2720 x 800 x 12.** No. 2 **STEEL COVER 9.5.** No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters **X**

BREMER VULKAN

Builder's Signature **Schiffbau und Maschinenfabrik**

J. Wiegmann

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel **YES** (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo **X** 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 and amended plans, the requirements embodied in the Surveyor's Letter and other respects in conformity with the Rules and the Society's Requirements for carrying oil in bulk with longitudinal framing.

The workmanship is throughout of the best description for this type of vessel. All parts conforming well with each other without use of any packing and efficiently riveted together. The peaks, deep tanks and double bottom tanks have been fitted with water and tested as required by the Rules. Upper, lower, oil tanks, gas- and fuel oil tanks have been fitted with water and tested with a pressure of 8 feet above the highest point of expansion trunk and were found perfectly tight. Air and sounding pipes of all tanks comply with the Rules. The painting arrangements and strengthening of bottom forward have been carried out as approved and to our satisfaction. Additional bulkheads are fitted on all ends of longitudinal frames from No. 15 to 26, size of bulkheads 2.100 x 90 x 12.5. All steel material used in the construction of this vessel has been made at works P.T.O.

The amount of Entry Fee £ 12 : 0 : 0
" " " FREEBOARD FEE £ 20 : 0 : 0
Special Survey Fee.... £ 720 : 12 : 0

Fees applied for, IN LONDON 29.8.1932

Received by me,

BMN. Travelling Expenses, if any £ 31 : 10 :
HAM. " " £ 33 : 10 : 2

I am of opinion the Vessel should be Classed **+ 100 A1.**

**CARRYING PETROLEUM IN BULK.
LONGITUDINAL FRAMING.**

Signature

A. Christopher W. Meyer.

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey **YES.**

Certificate to be sent to **THE OWNERS.** Date of issue **7/9/32**

Committee's Minute

FRI. 2 SEP 1932

Character assigned

+ 100 A1

Carry. Petroleum in bulk

Write B.M.

Lloyd's Arch.

+ Lmb. 8.32

Ch.

2 S.B. (a) 200 lb

at Sup.

2 S.B. (f) 100 lb

My



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Lloyd's Register Foundation

0180213

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.)

works approved and tested by the Society's Surveyors in accordance with the Rules.
The equipment examined and were found as approved and satisfactory. Anchors and
chains have been compared with the certificates and were found in order.

Attached:- 1 table with longitudinal framing.
1 intrinsic certificate.
4 forging and casting reports.
1 Builders capacity plan.

With. Meyer.

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

1st Bower 1710. HEAD 63:3:17 Cwts, SHANK 32:3:10 Cwts, DROP TEST 12', BEND TEST SATISFACTORY, R.H. 18.12.3
2nd " 1711. " 64:0:27 " " 32:1:20 " " " 12' " " " " " "
3rd " 1712. " 64:0:9 " " 32:2:7 " " " 12' " " " " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of ^{AFTER BRIDGE} Poop 54.85 ft., R.Q.D. ☒ ft., Bridge 40.03 ft., Forecastle 39.11 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). ONE STEEL DECK, 2nd DECK IN
FORE HOLD, 2nd AND 3rd DECK AFT, AND WEBFRAMES.

Official No. ; Signal Letters H.G.N.K. Is bottom of Vessel coated with cement NOT if not give

particulars of composition BITUMASTIC IN PEAKS AND WATER BALLAST TANK. CEMENT ONLY IN FEEDWATER TANK AFT.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	40.0	60.6	Fore peak tank,	26.34	294.6
Double bottom, under Engines and Boilers, including dry tank.	10.0	52.5	After peak tank,	27.0	248.7
Double bottom, if under Engines only,			Deep tank, etc , FORWARD I	35.0	980
Double bottom, if under Boilers only,			Deep tank, forward, II	18.0	1326.8
Double bottom, forward,			Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
		Total capacity of double bottom 118.1			

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. ☒

Date London, Letter
14th November 1930.

Dates of Surveys
held while building

23.4, 5.5, 26.5, 1.6, 16.6, 23.6, 30.6, 7.7, 24.7, 27.8, 2.9, 9.9, 15.9, 22.9, 30.9, 9.10, 16.10, 23.10, 27.10, 3.11,
10.11, 13.11, 24.11, 3.12, 9.12, 12.12, 15.12, 17.12, 19.12, 24.12, 22.12, 23.12, 31.12-1931. 5.1, 9.1, 13.1, 15.1, 18.1, 20.1, 23.1,
27.1, 3.2, 6.2, 9.2, 12.2, 15.2, 16.2, 19.2, 20.2, 25.2, 26.2, 3.3, 5.3, 9.3, 15.3, 18.3, 22.3, 4.4, 5.4, 8.4, 12.4, 16.4, 22.4, 27.4, 28.4, 3.5,
8.5, 12.5, 2.6, 6.7, 12.7, 19.7, 22.7, 27.7, 5.8, 9.8, 11.8, 12.8, 16.8, 18.8, 19.8.
Total No. of Visits 80.

Rpt. 1*.

698. " F.J. WOLFE."

BREMEN REPORT No 1490.

PARTICULARS OF LONGITUDINAL FRAMING.

Received by

VESSEL

The rem

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FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.											
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.			Spacing of Rivets on each side of Transverses and Bulkheads.			Rivets in Bulkheads to Bulkheads. Number. Diam.					
Framing of \angle , \square + \square																									
Frames in Bridge 'tween Decks ...		5 180x90x10															22 6d			6d			8 2		
Frames from Uppermost Continuous Deck No. 1		200x90x13			5 180x90x10																				
" 2		" " " "			" " " "																				
" 3		230x90x11			" " " "																		9		
" 4		230x90x12			" " " "																				
" 5		250x90x11,5			5 200x90x10																		10		
" 6		250x90x13,5			200x90x10 A																				
" 7		280x90x12			230x90x11 F															12ms, 4 1/2 d.			11		
" 8		" " " "			200x90x11,5 A																				
" 9		" " " 13			230x90x11,5 F																				
" 10		" " " 14,5			230x90x11 A																				
" 11		300x90x13			250x90x11 F																				
" 12		" " " "			230x90x11 A																				
" 13		320x100x13			250x90x11 F																				
" 14		381x10x15x16			13-19 FT.																				
" 15		100x90x12,5			14-26																				
" 16		445x11,25			150x90x13,5 A																				
" 17		100x90x12,5			150x90x11 F																				
Spacing of Longitudinal Frames		Amidships 810, 762, 663.			18-26 5320x100x13 A																				
		At Ends " " "			20-26 5340x100x16 F																				
					BACK BARS 100x90x11.																				
Double Bottoms \angle , \square or \square		Tank Top Longitudinals																							
		Bottom " "																							
Spacing of Longitudinals		Amidships																							
		At Ends...																							
Transverses.																									
In Bridge 'tween Decks		Depth and Thickness 762x10															22 4 1/2 d.								
		Face Angles 150x90x10																							
		Lugs to Shell NOT.			90x90x11																				
In Upper 'tween Decks.		Depth and Thickness																							
		Face Angles																							
		Lugs to Shell			1372-914x12,5			do.									22 4 1/2			SIDE PLATING.					
In Hold.		Depth and Thickness			180x90x12															25 4 1/2			BOTTOM " WHERE SINGLE LUGS		
		Face Angles			150x150x12,5															25 5			" " BACK BARS		
		Lugs to Shell			3050 FRAME TO FRAME. 2440 AFT.																				
		Brackets			3660 " " BHD. 2750 FT.																				
Spacing of Transverse Frames																									
		State if joggled or liners.																							
Longitudinal Beams of \angle , \square or \square		Bridge Deck 5 165x75x10			150x150x11			UPPER IR			762			BRIDGE DECK Transverse			In Ships. Plate. Angles.			As approved. Plate. Ang.					
		Upper 230x90x11			150x75x10,5			CENTRE			762						90x75x10								
		Second			2291x10			GIRDER.									280x9								
		Third			250x90x12,5												150x90x10								
																	180x90x12 BET. B.								
																	130x90x11 AND SH.								

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.

5c.11.24.—T.

01803/3

W. Meyer

BREMER VULKAN
Schiffbau und Maschinenfabrik

Feet. 40.0
Tons. 60.6

Fore peak tank,

Feet. 26.34
Tons. 294.6