

RECEIVED

24 APR 1946

WRECK
SECTION

STEEL STEAMER OR MOTORSHIP.

WRECK 24 APR 1946

Received at London Office

No.

State if Report has been sent on the Freeboard of the Vessel.

State if Report is sent on the Machinery of the Vessel.

Date of completion of report

Port of

No. 2340.

Survey held at

Date First Survey

Last Survey

1946

On the

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw Motor Tanker "SOYA II" (Mchng. Aft.)

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections

Prop. Bridge, etc.

TONNAGE under

Tonnage Deck ...

9432.45

CLASS

100A1

State if with freeboard

as condition of Class

No

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

500

Breadth (greatest moulded)

B

63

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

D

37.5

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

9090 mmr.

Total

Gross Tonnage

Register Tonnage

REGISTERED DIMENSIONS.

FEET

52.5 x 160.15 m.

63.2 x 19.26 m.

38.9 x 11.86 m.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage

Register Tonnage

REGISTERED DIMENSIONS.

FEET

52.5 x 160.15 m.

63.2 x 19.26 m.

38.9 x 11.86 m.

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	Longitud.		Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead	framing.		" " Reversed Frame		
" " in peaks	820		" " Vertical Struts	1300	54
" " " Drop Tank	610		Centre Girder, depth and thickness	1800	50
SIDE FRAMING.	685		" " top Angles	None	to W. T. & B.
Frame Amidships, Angle, [or]			" " bottom Angles		
" " Extends up to			Side Girders, No. each side and thickness	5	75-44
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness		Tank top level at sides
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
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 to R.		
" " in Peaks, Angle or [Breadth and thickness of Middle Line Strake	2040	57
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Thickness of remainder in Hold		57
State if Frame Joggled			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?		Yes
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?			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]		in Apt. 1*
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 Inter-costal Plate			Third Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Poop Deck, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM. in to R.			Bridge Deck, Angle, [or]		
Solid Floors, thickness and spacing	54-43	820	Spacing		
" " Are Frame and Reversed Frame joggled?			Forecastle Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate					

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	12	150	75	11	✓					
Longitud. br'd. stiffeners	M. 1	170	90	9	✓					
" in 'tween Decks, Size and Spacing	2.3	200	90	9	✓					
" " " " " "	4.5	225	90	10	✓					
" " " " " "	6	250	90	10	✓					
" " " " " "	7	250	90	12	✓					
" in Hold	I 8, 9 & 10	230 x 9	190 x 15	16	8.95 x 35-7.492 x 52					
" " " " " "	11	230 x 9	190 x 15	16	9 x 35.8 x 7.12 x 57					
" " " " " "	12	236 x 10	190 x 16	16	9 x 39-7.532 x 63					
" " " " " "	13 & 14	246 x 10.5	210 x 16	16	10 1/2 x 41-8.25 x 62					
Centre-Line Bulkhead.										
Stiffeners and Spacing										
Plating, thickness of		.50	.37	✓						
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness in Wells		2150		.80	✓					
" " " " in way of Bridge				.92	✓					
" " " " ends & poop front.				.72	✓					
" Angle in Wells				.72	✓					
Thickness of Plating abreast Deck openings in way of Wells				.72	✓					
Thickness of Plating abreast Deck openings in way of Bridge				.72	✓					
Thickness of Plating within line of openings				.72	✓					
If Sheathed, material and thickness				✓						
Second Deck. Aft.				.36	.40					
Stringer Plate, breadth and thickness in Wells				.36	.40					
Stringer Plate, breadth and thickness in way of Bridge				.32	.34					
Thickness of Plating abreast Deck openings in way of Wells				.32	.34					
Thickness of Plating abreast Deck openings in way of Bridge				.32	.34					
Thickness of Plating within line of openings				.32	.34					
If Sheathed, material and thickness				✓						
Third Deck.										
Stringer Plate, breadth and thickness										
If Plated, state thickness										
Fourth Deck.										
Stringer Plate, breadth and thickness										
If Plated, state thickness										
Poop Deck.										
Stringer Plate, breadth and thickness										
Plating, Sheathing, material and thickness				.32 mds. - .28 sh.	3" laminar wood planks					
Bridge Deck.										
Stringer Plate, breadth and thickness				.44						
Plating, Sheathing, material and thickness				.36	✓					
Forecastle Deck.										
Stringer Plate, breadth and thickness				.38	✓					
Plating, Sheathing, material and thickness				.50	✓					
Under middlebars				.36	✓					

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?		NO. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.	RIVETS. Diam. Spacing cr. to cr.		Diam.	Spacing cr. to cr.
Flat Plate Keel	2040	.96	.83	.83					
" Dblg. (if any)									
Bottom Plating, No. of Strakes		.72	.70	.81					
Bilge Plating, No. of Strakes		.72							
Side Plating, No. of Strakes		.66	.50	.50					
Upper Deck, Sheer-strake in Wells	2180	.97	.56	.50					
Upper Deck, Sheer-strake in Bridge		1.10							
Strake below Sheer-strake in Wells	2360	.66	.50	.50					
Strake below Sheer-strake in Bridge									
Poop Side Plating			.48	.42					
Bridge Side Plating		.44							
Forecastle Side Plating			.44						

Edges and butts are both milled.
Angle of riv about 50 degrees.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	14.	14 BH for record
Extending to Upper Deck (Sec. 3 c)	13 to U. dke.	✓
" Deck next below	1 " 2nd dke.	✓
As per Rule	✓	

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
Centre tanks	.34	3 mds as per		130 x 65 x 10					
MIDSHIP BULKH'D, Upper 'tween decks	.51	as per plans		250 x 90 x 12					
Side tanks	.34	1 mds as per		130 x 65 x 10					
" " Second	.51	as per plans		250 x 90 x 12					
" " Third	.29	130 x 65 x 8	800	2nd dke. Plating					
" " Hold	.56	200 x 90 x 12	800	Dep. T.T. & stringers					
COLLISION	.26	75 x 50 x 7		2nd dke. Boiler flat					
AFTER PEAK	.46	130 x 75 x 8		6 dke. 200 x 90 x 10					

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				Flat plate keel.
STEM				Plating as above.
STERN FRAME	Propeller Post			Cast as per plans
	Rudder			Forg. 270 f
Speed of Vessel				14.5 knots
RUDDER—Type				Simplex Balance
" A x D				1262 mi
" Diam. of head				Forg. 296
" Mainpiece at top pintle				Motals Verbst
" heel				
" how constructed				
" double or single plate coupling, vertical or horizontal				15
				Horizontal

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
 Willkorn, Eisenwerke, Ang. Thymann, Hiltner Werke, Niederschlesischer Hiltner Brink, Mitteldeutscher Stahl & Walz
 Friedr. Thiele, Kommanditgesellschaft, Brandenburg (Havel), Dortmund, Hiltner Werke, Ang. Thymann
 Hiltner Harnburg, Danneberg, Augustin and Schubert.
 Has the Steel been tested as required by the Rules? *Yes. Also checked tested.*

Kodomo Yard No. 279 "SOYA II"
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Welding of Rivets in Longitudinal Frames.		RIVETING.		Rivets in Brackets to Bulkheads.	
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam.	Speng.	Spacing of Rivets on each side of Transverses and Bulkheads.	Inches.	Number.	Diameter.
Framing of L, K, or I ...		mm.	mm.	mm.	mm.	mm.	mm.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				
Frames in Bridge between Decks ...																			
Uppermost Continuous No. 1		150	90	11	A. 150	75	11							9.5					
" 2		200	90	9	F. 150	75	11.5							10					
" 3		200	90	9	F. 170	90	9							9					
" 4		200	90	9	F. 170	90	9.7												
" 5		225	90	11	F. 170	90	9.7												
" 6		250	90	12	F. 170	90	9												
" 7		250	90	14	F. 180	90	10												
" 8		250	90	14	F. 180	90	10												
" 9		230 x 9 - 190 x 15 - 16			F. 185	90	13.5												
" 10		230 x 9 - 190 x 15 - 16			F. 200	90	10												
" 11		230 x 9 - 190 x 15 - 16			F. 225	90	11												
" 12		230 x 9 - 190 x 15 - 16			F. 225	90	11												
" 13		236 x 10 - 190 x 16			F. 250	90	12												
" 14		246 x 10.5 - 210 x 16			F. 250	90	13												
" 15		302 x 11 - 230 x 17			F. 250	90	14												
" 16		302 x 11 - 230 x 17			F. 250	90	14												
of final s		Amidships	See above!																
At Ends		Alt. the same as amidships.																	
Tank Top Longitudinals																			
Bottom		16-24	340.5 x 13 - 250 x 20.5																
Longitudinals		Amidships	800																
At Ends...																			
Transverses.																			
Depth and Thickness		500-650	40		A. 455	38													
Face Angles		75			F. 535	38													
Lugs to Shell		6			A. 75	38													
Depth and Thickness		450-600	40-46		A. 610	40-50													
Face Angles		150	10-12		F. 760	40-48													
Lugs to Shell		7			A. 90	40-48													
Depth and Thickness		1800	52		F. 150 x 13	300 x 30													
Face Angles		150	15		A. 7.5	7													
Lugs to Shell		7			F. 7.5	7													
Back Bars																			
Brackets																			
Framing of Transverse Frames		3260																	
State if jogged or liners.																			
Longitudinal		I	Bridge Deck	130	65	10													
Upper		I	"	250	90	12	A. 130	65	10		130	65	8.5						
Second		I	"				F. 150	75	9		A. 130	75	8						
Third		I	"				F. 150	75	11		F. 140	75	9						
Fourth		I	"				F. 150	75	10				8						
Fifth		I	"				A. 130	65	10		A. 130	75	7						
Sixth		I	"				F. 130	65	10		F. 130	65	7						

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. 52594									
LETTER <i>FF</i>					ANCHORS.				
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.	
619	1st Bower	4515 kgs.		63737 kgs.	4570 kgs.	Patent Anchor.	Domn. Junt.	Domn.	23.8.45. H.L.
620	2nd "	4416 "		62819 "	4570 "	"	"	"	23.8.45. H.L.
515	3rd "	4473 "		63345 "	3940 "	"	"	"	21.2.46. S.W.
	Collective weight	13404 "			13080 "				
310	Stream	1347 "	363 kgs.	31857 "	1345 "	Ordinary Stock	"	"	21.12.45 S.W.

CHAIN CABLES <i>ex Stock Rule Test 26512 kg</i>									
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.
133	150 2 1/16	122825 131958	29189 kgs. 26290 kgs.	300 2 1/16 links	Rammias Rinde Ramm.	1.11.45 SW		TOWLINE	130 140 86.56
527	150 2 1/16	122825 131958	28982 " 26290 "		"	"	1.3.46 SW	HAWSERS & WARPS	5x120 89 26434x100 70
			58171 52580						
Iron Stream Chain or Steel Wire	120 1 1/2	7273		120 1 1/2					

Steering Gear, Type (Power or hand) *Electric. Sh. of. Shrigs. Odessa.* Alternative Means of Steering *Tackle & blocks to minch.*

Steering Chains (Size and Test) *✓* Windlass *Tham. Hlgo. Varfo A. B. Boats. 4 life boats*

Ceiling in Holds, thickness and material *None* Cargo Battens, thickness, material and spacing *None*

Cargo Hatchways. (Upper Deck) *Forecastle deck - steel coam. 11.2 mm* Thickness of Hatches *Steel 9.2 mm*

Size of Hatchways No. 1 (Fwd.) *3430 x 3380* No. 2 *1525 x 1070* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Aft *✓*

Builder's Signature *KOCKUMS*

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 *Motor Tanker*

(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 (where required to be inserted in the Notation).

This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans.

The workmanship and the materials are both good.

All cargo oil tanks, cofferdams, oil fuel bunkers and daily oil fuel tanks, deep tanks, all compartments in double bottom under motor space, the peak tanks and fresh water tanks aft have been tested by water pressure as required by the Rules.

The decks and watertight bulkheads clear of tanks & cofferdams have been hose tested.

The foreboard marking has been verified and cut in on the vessel's sides.

The steering gear & windlass tested under working conditions with satisfactory result. Forgings and castings as per reports enclosed.

The amount of Entry Fee *Kr. 228.-* Fees applied for, *16.4, 19.46*

Special Survey Fee *Kr. 12.995.-*

Unboard *Kr. 450.-*

Travelling Expenses, if any *Kr. 3.-*

State whether the Vessel has been built under Special Survey *Yes*

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

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

Signature *A. Pööring* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Swedish Office, Malmö* Date of issue *20/6/46*

Committee's Minute *FRI. 31 MAY 1946*

Character assigned

+100A1 Carrying Petroleum in bulk

4.46 hmo

+LMC 4.46. Oil Eng. Subject

Lloyd's A+C.P.

C.L.

mach. aft.

20.B.1716

Write Hmo.

© 2020

Lloyd's Register Foundation

01343/3

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 the vessel, as built, 3 in number, i.e. Midship Section, Profile and Plans and O.T. Bulkheads, centre girder, main bulkheads are forwarded under separate cover, also approved plans as per list enclosed herewith.

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

Electrodes:- OK 47P, OK 52P and Z 2P.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Longitudinal framing. Electrically welded. Cruiser stern. Carrying Petroleum in bulk.

Vessel equipped with: Winches, 2 S.D. and D.F.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2957 Kgs. S.A. 274 6.6.45	1278 Kgs. S.A. 211. 5.4.45
	2nd "	2892 " S.A. 271 6.6.45	1244 " S.A. 207. 5.4.45
	3rd "	2928 " S.W. 513 20.2.46	1265 " S.W. 512. 20.2.46
	Stream	1225 " S.W. 162 7.11.45	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 95.10 ft., R.Q.D. ft., Bridge 39.11 ft., Forecastle 67.0 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.
Official No. 8759 Signal Letters SJYT Extreme Breadth over Belting 534.0' Over-all Length (Circ. 1703)
No. and Material of Decks 1 dk. 2nd dk. clear of cargo tanks. (Circ. 1611)
Parts of Bottom of Vessel coated with cement or approved composition. Peak tanks & well at after 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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		169
Double bottom, under Engines and Boilers,			After peak tank,		167
Double bottom, if under Engines only, Fuel oil.	71.3	179.5	Deep tank, aft, Cross bulkheads	8.8	480
Double bottom, if under Boilers only, Lubr. oil.		30.8	Deep tank, forward,	33.7	605
Double bottom, forward,	71.3	210.3	Other tanks, if fitted, F.W. tanks above A.P.T.		131
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 115.

Date 5th March, 1943

Dates of Surveys held while building

From 20th January, 1945 to 2nd April, 1946.

Total No. of Visits 107.

Lloyd's Register Foundation