

WEB FRAMES, In Fore
WEB FRAMES, In E. & B
WEB FRAMES, In After
No. of Side Strin
Size of Face Angles
BRACKET PLATES to
Web Frames, depth and
BULKHEADS.
W.T.BULKHEADS
COLLISION PARTITION
LONGITUDINAL
STRAKES
FLAT PLATE KEEL
GARBOARD OF A Strake
THICKNESS OF STRIKE
CLEAR OF LONG BRIDGE
DO. OF STRAKE BELOW
DELG. of Flat Plate Keel
POOP SIDES
SHORT BRIDGE SIDES
FORECASTLE SIDES
Awning or
Shelter Deck
Stringer Plate
Upper Deck
Stringer Plate
FRAMES extend in one leng
REVERSED FRAMES on
MASTS
Bowsprit
Topmasts, Yards and Remain
Rigging, Material and Size, S
Sails.

GENERAL REMARKS—(continued).
as per Secretary's letter of 22nd February 1915. The marks on the anchors
chain cables as above correspond with the certificates issued by the
Surveyors to Germanischer Lloyd and appear to fulfill the requirements
our Society's Rules in every respect except the stream and ledge
In connection herewith the Builders respectfully beg to draw the Com.
attention to the slight difference between the equipment number for
vessel (u) and the equipment number next below (t) of table 31 and
for the consideration of the Committee that these anchors may be app.
The Representative of the Owners states that the slight deficiency in
size of the small anchors is in his opinion of no consequence
this case. Under the several circumstances I beg to respectfully
recommend the Builders' proposal to the favourable consideration
of the Committee.

All ballast tanks, bulkheads, watertight shaft tunnel and
have been tested with water as per rule and found good.
The workmanship is good.
Copies of the midship and longitudinal plans amended
accordance with the approved plans and showing the vessel
built are being prepared by the Builders and will be forwarded
soon as received in this office.

The report of the electric lighting installation will be forward
you with the machinery report.
Wireless fitted (Telefunken)
Arrangements were made for the vessel to be dry-d
as soon as arriving at Copenhagen due to a slight touch ag
a quay on the date of launch. The Copenhagen Surveyors were
informed accordingly.

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒
No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information should appear in the Register Book) ☒
Official No. ☒; Signal Letters N.B.H.F. State if Machinery is fitted aft ☒
How are the surfaces preserved from oxidation? Inside Paint, Sluicing oil, Cement Outside Patent Composite

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.
Feet.	Tons.	Feet.	Feet.	
Double bottom, aft, 5 Nos. 6 & 7	90'-0"	187.0	Fore peak tank,	18'-0"
Double bottom, under Engines and Boilers,			After peak tank,	38'-0"
Double bottom, under Engines 5 Nos. 5	16'-0"	50.0	Deep tank, aft,	
Double bottom, under Boilers 5 Nos. 4	24'-0"	dry tank	Deep tank, forward,	
Double bottom, forward, 5 Nos. 1, 2 & 3	132'-0"	305.5	Other tanks, if fitted,	
	Total capacity of double bottom	542.5	(If necessary, furnish further information by sketch.)	

* The wells are not to be included in the lengths of the tanks. 262
State whether the above have been tested as required by the Rules. ☒

Order for Special Survey No. 6
Date 15th March, 1918.
No. 3 in builder's yard.
Surveyor's Signature
TUE MAY 4 1920
See First Entry report

REPORT of SURVEY for REPAIRS, &c.

12th Dec. 1919. When handed in at Local Office
Survey held at Copenhagen Date, First Survey 2nd Dec. Last Survey 2nd Dec. 1919
Built at Landskrona By whom A.B. Oresundsvard When 1919 11
Owners' Address Overskik Kampagui Port belonging to Copenhagen
Owners' Address (if not already recorded in Appendix to Register Book)
Name of Dock Ref. hale den B. W. Destined Voyage
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
Society's Freeboard (if assigned) as painted on Ship and now verified
When the vessel was placed in dry dock the bottom and sides, stem, keel, stern frame and rudder were cleaned, examined and found good and painted two coats of patent composition.

MARY OF DAMAGE REPAIRS:—

Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed							
Removed and Faired or Repaired							
Faired or Repaired in place							

MENT CONDITION OF THE

Stringers	Good	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Inner Bottom Plating	Not Exam.	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
State if Tanks have been examined inside	No	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
State if Tanks now tested	Good	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Bulkheads	Good	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Ceilings	Good	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Cement or Asphalt (State which)	Not Exam.	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Rudder	Good	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Steering gear and its connections	Good	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Windlass	Good	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Have Pumps now been examined and found efficient?	Not Exam.	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Have Sluice Valves now been examined and found efficient?	Not Exam.	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good
Have Watertight Doors now been examined and found efficient?	Not Exam.	Double Bottom	Good	Double Bottom	Good	Double Bottom	Good

Recommend the vessel to be classed 100 A1 "Shelter Deck with
freeboard" as recommended by the Mnd. Surveyor, and to have record
of survey 12.19.
Fees applied for 12.12.1919
Received by me, 10
Surveyor to Lloyd's Register of Shipping.
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