

RECEIVED

12 JAN 1950

IN D.O.

STEEL STEAMER OR MOTORSHIP.

Received at London Office

6 JAN 1950

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 20th DECEMBER 1949Port of GREENOCKSurvey held at PORT GLASGOWDate First Survey 23rd JUNE 1948Last Survey 16th DECEMBER 1949On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTORSHIP "NORDBO" MACHINERY AFT.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING TANKERState Type of Erections POOP BRIDGE & F/CTONNAGE under Tonnage Deck ... 8019.37CLASS + 100 A.I.State if with freeboard as condition of Class NOBuilt at PORT GLASGOW

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) 470.0Launched 23rd AUGUST 1949 Yard No. 400

Total

Breadth (greatest moulded) 62.0Builders W.M. HAMILTON & CO LTDGross Tonnage 9063.60Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 35.25Owners H. KUHNLE REDERI A/SRegister Tonnage 5216.001st Longitudinal Number (L x D) 16567Managers H. KUHNLE

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

FEET

Length 480.9Breadth 62.2Depth 35.2Framing Depth "d," at middle of length. See Sec. 3 (1d) -Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.33Do. Long Bridge to top of keel -Draught Moulded 20' 2 1/2"Residence BERGENPort of Registry BERGEN

If surveyed while building, afloat, or in dry dock

BUILDING AFDATA DRYDOCK (UNDOCKED 10-12-49)

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	30	✓	Bracket Floors, Frame		
IN ENGINE ROOM	30 1/2	✓	Reversed Frame		
from 1/2 length amidships to Collision bulkhead	27	✓	Vertical Struts		
IN FORWARD TANK TO COLL. BHD.	24	✓	Centre Girder, depth and thickness amidships	38 1/2 x 48	✓
in peaks	24	✓	top Angles	WELDED	✓
SIDE FRAMING.			bottom Angles	WELDED	✓
Frame Amidships, Angle, E or C	11 3/2 .43	✓	Side Girders, No. each side and thickness	24 .75 CONTINUOUS	✓
Extends up to	UPPER 30" x 42" WITH 25 STRINGERS	✓	Margin Plate depth (excl. of flange) and thickness		
Reversed Frame Amidships, Angle	UPPER 30" x 42" WITH 5" x 42" FACE PLAT.	✓	Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	TANK TOP	✓
LOWER 30" x 42" WITH 5" x 42" "		✓	Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	LEVEL	✓
FRAMES IN ENGINE ROOM, Extends up to	10 3/2 .40	✓	Gussets, spacing and scantling abaft 1/2 len. from stem		
Depth of Framing Girder	10 x 11 B.A.	✓	Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
Frames in ENGINE SPACE			Tank Side Brackets, height above base line at toe of Frame and thickness	FRAMES CONTINUOUS	✓
Uppermost Continuous 'tween Decks, Angle, E or C	7 3/2 .34	✓	INNER BOTTOM PLATING, IN ENGINE ROOM		
DEEP TANK			Breadth and thickness of Middle Line Strake	1 1/4" UNDER ENGINES	✓
Second 'tween Decks, Angle, E or C	9 3/2 .37	✓	Thickness of remainder in Hold	33 ELSEWHERE	✓
Third			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. MOTORSHIP	✓
IN DEEP TANK			BEAMS.		
from 1/2 len. for d. to 15% len. from stem	11 3/2 .43	✓	Uppermost Continuous Deck, amidships in Wells, Angle, E or C	LONGITUDINAL FRAMING	✓
in Peaks, Angle or C	9 3/2 .37	✓	in way of Engine Room	8 x 3 1/2 .34	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 - 60/100	✓	Spacing	8 x 3 .38	✓
State if Frame Joggled	YES	✓	Second Deck, IN WAY OF ENGINE ROOM	9 3/2 .36	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	amidships, Angle, E or C	8 3/2 .34	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	Spacing	EVERY FRAME	✓
SINGLE BOTTOM.			2ND DECK IN WAY OF O.A. PLAT	7 3/2 .38	✓
Floors, Depth and thickness at mid-line in Holds			Third Deck, amidships, Angle, E or C		
Height of Brackets at side above base line at toe of frame	LONGITUDINAL FRAMING ON		Spacing	EVERY FRAME	✓
Middle Line Keelson, on Floors, Angles, E or C	BOTTOM IN WAY OF CARGO		Fourth Deck, amidships, Angle, E or C		
Through Plate or Intercoastal Plate	TANKS	✓	Spacing	8 3/2 .34 24" SPACING	✓
Foundation Plate on Floors			POOP DECK, Angle, E or C	8 3/2 .34 30" "	✓
Flat Plate Keel Angles			Spacing	EVERY FRAME	✓
Side Keelsons, No. each side			Bridge Deck, Angle, E or C	LONGITUDINAL FRAMING	✓
thickness of Intercoastal Plate			Spacing	SPACED 24" APART	✓
Angles			Forecastle Deck, Angle, E or C	9 3/2 .38 27" SPACING	✓
DOUBLE BOTTOM. IN ENGINE ROOM ONLY.			Spacing	EVERY FRAME	✓
Solid Floors, thickness and spacing	60 BETWEEN GIRDERS	✓			
Are Frame and Reversed Frame joggled?	43 REMAINDER @ 30" "	✓			
Bracket Floors, breadth and thickness at middle line	WELDED TO SHELL	✓			
breadth and thickness at margin plate	X TANK TOP	✓			

(MADE IN ENGLAND.)

COS089-COS097-CO42163

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.	Number of Certificates
PILLARS, No. of Rows	AT ENDS &		Stringer Plate, breadth and thickness in way of Bridge			536/16
„ in 'tween Decks, Size and Spacing	IN BRIDGE		Thickness of Plating abreast Deck openings in way of Wells	36 ✓		536/16
„ „ „ „ „ „	AS APPROVED. ✓		Thickness of Plating abreast Deck openings in way of Bridge			535/12
„ in Holds „ „ „			Thickness of Plating within line of openings			1*
„ „ „ „ „ „			If Sheathed, material and thickness			
LONGITUDINAL Centre Line Bulkhead, #23.	10' x 4' x 475 0.9 WELDED TO EN		Third Deck. OIL TIGHT PLAT FOR 2			
Stiffeners and Spacing	SPACED 30" WITH TWO STRINGERS.		Stringer Plate, breadth and thickness	36 ✓		
Plating, thickness of	UPPER 30" x 40" WITH 5" x 42" FACE PLAT.		If Plated, state thickness	36 ✓		
	LOWER 30" x 40" WITH 6" x 42" FACE PLAT.					
	PLATING. 48 CORNING. 38 VERTICAL.					
STRINGERS AND DECKS.			Fourth Deck.			
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness			
Stringer Plate, breadth and thickness in Wells	91' x 60 ✓		If Plated, state thickness			
„ „ „ „ „ in way of Bridge	ENDS 96 ✓					
„ „ „ „ „ „	POOP END 90 ✓					
„ Angle in Wells	7 7 72 ✓		Poop Deck.			
Thickness of Plating abreast Deck openings in way of Wells	3 STRAKES 60 ✓		Stringer Plate, breadth and thickness	36 ✓		
Thickness of Plating abreast Deck openings in way of Bridge	REMAINDER 60 ✓		Plating, Sheathing, material and thickness	40-30 2' 0" WHEELS 14' 0"		
Thickness of Plating within line of openings	76 - 60 ✓		Bridge Deck.			
If Sheathed, material and thickness	NOT SHEATHED. ✓		Stringer Plate, breadth and thickness	70 x 44 ✓		
Second Deck. IN WAY OF ENGINE ROOM.			Plating, Sheathing, material and thickness	34 - 25 IN ACCORDANCE		
Stringer Plate, breadth and thickness in Wells	40. 50 UNDER BOILERS. ✓		Forecastle Deck.			
			Stringer Plate, breadth and thickness	36 50 UNDER WIND		
			Plating, Sheathing, material and thickness	36. NOT SHEATHED. ✓		

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				
	AMIDSHIPS.		FORWARD.	AFT.	TOP EDGES.	BUTTS.			
	Breadth.	Thickness.	Thickness.	Thickness.		No. of Rows of Rivets.	Rivets.	Strapped or Lapped.	
Flat Plate Keel	84 ✓	90 ✓	80 ✓	80 ✓	DOUBLE ✓	1	3/4 ✓		
„ Dblg. (if any)	3 STRAKES OF BOTTOM PLATING 72" FOR 2 1/2 LENGTH TO 3/5 LENGTH				75 x 76 FOR 2 3/5 LENGTH TO COLLISION BULKHEAD.				
Bottom Plating, No. of Strakes		66 ✓	52 ✓	52 ✓	DOUBLE ✓	7/8	3/8 ✓		
Bilge Plating, No. of Strakes		66 ✓	52 ✓	52 ✓	" ✓	"	"		
Side Plating, No. of Strakes		64 ✓	48 ✓	48 ✓	" ✓	"	"		
Upper Deck, Sheer-strake in Wells	72 ✓	94 ✓	48 ✓	48 ✓					
Upper Deck, Sheer-strake in Bridge	INCREASED TO 116" AT POOP & BRIDGE BALKS. ✓								
Strake below Sheer-strake in Wells	72 ✓	78 ✓	48 ✓	48 ✓	DOUBLE ✓	1	3/4 ✓		
Strake below Sheer-strake in Bridge									
Poop Side Plating				44 ✓	SINGLE ✓	7/8	3/8 ✓		
Bridge Side Plating		44 ✓			" ✓	"	"		
Forecastle Side Plating			44 ✓		" ✓	"	"		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	13
Extending to Upper Deck (Sec. 3 c)	13 ✓
„ Deck next below	-
As per Rule	AS APPROVED.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
„ „ Second „					
„ „ Third „					
„ „ Holds	40	10' x 4' x 475 0.9 WELDED TO EN	30	2 GIRDERS AS APPROVED.	
COLLISION „ (in Hold)	58 3/16	7' x 3' x 44 W.	24	4 8 1/4 x 80 x 8 LAMS.	
AFTER PEAK „ „	48 1/2	7' x 3' x 38 W.	24	2 1/2 DECK & 3 1/2 STRINGERS.	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar FLAT PLATE	LOWER 10' x 2' x 2 1/2" ROLLED			
STEM	UPPER 60" x 60" PLATES.			
STERN FRAME { Propeller Post	CASTING. SEE PLAN		STROMMENS VERKSTED.	
{ Rudder „	NO RUDDER POST.			
Speed of Vessel	14 KNOTS.			
RUDDER—Type	BALANCED. ✓			
„ A x D	-			
„ Diam. of head	CASTING 12" DIA.		STROMMENS VERKSTED.	
„ Mainpiece at top pintle	SEE			
„ „ heel	PLAN			
„ how constructed	COMPLETE CAST STEEL FRAME			
„ double or single plate	62" ✓			
„ coupling, vertical or horizontal	HORIZONTAL 6-1/8" DIA. BOLTS.			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).	OPEN HEARTH. ✓
	COLVILLIES L ^D . STEEL CO OF SCOTLAND. LANARKSHIRE	
	Has the Steel been tested as required by the Rules? YES. ✓	

1*.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
			In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.
J of \perp , L of \perp										7/8 5/4				
in Bridge 'tween Decks ...			9 3/4 .44			-				7/8 5			WELDED.	
from Uppermost Continuous			17 x 4 x 4 x .49/60			17 x 4 x 4 x .49/60			ENDS OF LONGITUDINALS WELDED, AS					
* KEEL. No. 1									APPROVED, IN LIEU OF BACK BARS.					
" 2														
" 3														
" 4														
" 5														
" 50 LONGITUDINAL						BULKHEAD.								
" 67 17 x 4 x 4 x .49/60						TRANSVERSE			7/8 5				WELDED.	
" 78						FRAMING								
" 89						IN END WING								
" 910						TANKS								
" 1011														
" 12														
" 13														
" 14			41 x .42			41 x .42			INTERCOSTAL BETWEEN TRANSVERSES.					
" 15			3 1/2 3 1/2 .44 DBL			3 1/2 3 1/2 .44 DBL			INTERCOSTAL BETWEEN TRANSVERSES.					
" 16			4 4 .50 DBL			4 4 .50 DBL			INTERCOSTAL BETWEEN BULKHEADS.					
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The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

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 Midship Section & Profile & Decks (as built) & forging reports are forwarded herewith.

Interim Certificate issued at request of Builders. Copy attached.

Sister vessel to M.V. "ANDREA BROVIG" Grunsch 1st Entry Report No 23735.

"CIS BROVIG" " " " " No 23755.

"BERGLJOT" " " " " No 23880.

Note: Stiffening angles to bulkheads generally where welded toe or have been scalloped.

Radar: Vessel wired for radar.

Instrument will be fitted at a later date.

PARTICULARS OF ELECTRIC WELDING (if employed) ALL BUTTS OF SHELL & DECK PLATING, LONGITUDINAL & TRANSVERSE BULKHEADS, STIFFENERS TO BULKHEADS, ENGINE SEATING, SIDE STRINGERS TO SHELL & BULKHEADS, BOSS PLATE, SIDE STRINGER & BULKHEAD BRACKETS, LONGITUDINALS TO DECK, TRANSVERSES TO SHELL, BULKHEADS & CENTRE GIRDER, BRIDGE DECK PLATING

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book CARRYING PETROLEUM IN BULK, LONGITUDINAL FRAMING AT BOTTOM & AT DECK, LLOYDS R & C.P., E.S.D., D.F., G.Y.C.C., CRUISER STERN, MACHINERY AFT, OIL ENGINE, PART ELECTRIC WELDED.

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

1st Bower 61-2-21: J.H.T.: 10333: 10-11-48.
2nd " 51-1-21: J.H.T.: 10363: 19-11-48.
3rd " 44-1-14: A.E.G.: 815: 8-2-49.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.3 ft., R.Q.D. — ft., Bridge 40 ft., Forecastle 49.8 ft.

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

Official No. Signal Letters L.N.Z.Q. Extreme Breadth over Belting — Over-all Length 505.8' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK (STEEL)

Parts of Bottom of Vessel coated with cement or approved composition FORE & AFT PEAK TANKS CEMENTED.

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,		143
Double bottom, under Engines and Boilers,			After peak tank,		86
Double bottom, if under Engines only,	76.25	182.4	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	33.75	81.0
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 3558

Date 30th DEC 1947

Dates of Surveys held while building

(1948) JUNE 23, JULY 23, 24, AUG 23, 16, 19, 25, 31, SEPT 15, 22, 24, 28, OCT 1, 4, 11, 19, 21, 22, 28, NOV 4, 11, 15, 18, 19, 23, 25, 30, DEC 2, 6, 10, 14, 17, 20, 22, 30, (1949) JAN 4, 12, 14, 25, 28, FEB 1, 4, 11, 16, 17, 21, 23, 24, MAR 3, 4, 10, 11, 14, 16, 17, 21, 23, 24, 28, 29, APR 5, 14, 19, 22, 26, 29, MAY 3, 10, 12, 19, 23, 30, JUNE 4, 10, 14, 17, 21, 24, 27, 30, JULY 19, 21, 25, 27, 29, AUG 2, 5, 8, 9, 10, 11, 16, 18, 19, 20, 23, 26, 30, SEPT 6, 13, 14, 21, 24, OCT 14, NOV 10, 14, 21, 29, DEC 5, 9, 14, 15, 16

Total No. of Visits

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