

STEEL STEAMER OR MOTORSHIP.

Received at London Office

10 NOV 1952

State if Report has been sent on the Freeboard of the Vessel no.State if Report is sent on the Machinery of the Vessel yes.Date of completion of report 31st October 1952 Port of H A M B U R G. No. 2094
Survey held at H A M B U R G. Date First Survey 21st July Last Survey 25th October 1952On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) M.V. Steel Sc. "K A M E R U N"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Shelter Deck with Tonnage Openings State Type of Erections Poop & ForecastleTONNAGE under } 3097
Tonnage Deck ... }Do. of space or spaces
between Tonnage Dk.
and Upper Dk.Gross Tonnage 3911.21Register Tonnage 2186.45

REGISTERED DIMENSIONS.

Length 386.54 = 117.82Breadth 54.33 = 16.56Depth 19.68 = 6.00CLASS 100 A1

State if with freeboard

as condition of Class

Strengthened for Nav. in ice

Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) 117.15Breadth (greatest moulded) 16.50Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) 10.001st Longitudinal Number (L x D) -2nd Numeral L x (B + D) -Framing Depth "d," at middle of length. See
Sec. 3 (1d) -Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel -Do. Long Bridge to
top of keel -Draught Moulded 6.92Built at FlensburgLaunched 13.10.1951 Yard No. 533Builders Flensburger Schiffsb.Owners Ges.
Deutsch-Afrikanische
Schiffahrts Ges.m.b.H.,Managers -

(Where necessary to be entered in Reg. Book)

Residence HamburgPort of Registry H a m b u r g

If surveyed while building, afloat, or in dry dock

Afloat and in DrydockLast date of drydock 23rd Oct. 1952

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	730		Bracket Floors, Frame	180x90x8.5	
" " from $\frac{1}{2}$ length amidships to Collision bulkhead	700		" " Reversed Frame	150x75x8.0	140x75x9.0
" " in peaks	700		" " Vertical Struts	200x90x11.5	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1040x13.5	
Frame Amidships, <u>Angle, E or C</u>	280x90x12		" " top Angles	welded	
" Extends up to	2nd Dk.		" " bottom Angles	100x100x14.0	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	one 9.5	
" Extends up to	-		Margin Plate depth (excl. of flange) and thickness	835x13.0 (not flanged)	
Depth of Framing Girder	280		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	#80x11.5	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or C</u>	180x90x8.5		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	#80x11.5	
" " Second 'tween Decks, Angle, <u>E or C</u>	-		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	450x11.5	
" " Third " " " "	-		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	Every 2nd Fr. 450x11.5	
" from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	180x90x11	See plan	Tank Side Brackets, height above base line at toe of Frame and thickness	Every 2nd Fr. 1620x11.5	
" in Peaks, <u>Angle, E or C</u>	180x90x8.5		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	22.7 dia.		Breadth and thickness of Middle Line Strake	1580x12.5-10.5	
State if Frame Joggled	no		Thickness of remainder in Holds	10.5-9.5	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	The plating As Approved		Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in	yes	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	As Approved		BEAMS.		
Tank Top of Vegetable oil & fresh water tunnel side tanks			Uppermost Continuous Deck, amidships	230x90x12.5	See
Plating Holds	9.0		" " in way of Bridge, Angle	180x90x12.0	See
Plating Height of Brackets at side above base line at toe of frame	9.0		Spacing	730	
Middle Line Keelson, on Floors, Angles, " or C	-		Second Deck, amidships, Angle, <u>E or C</u>	200x75x12-10.5	
" " Through Plate or Inter- costal Plate	-		Spacing	230x90x11.0	
" " Foundation Plate on Floors	-		Tank top of vegetable oil & F.W. tanks at sides of tunnel	225x90x11.0	
" " Flat Plate Keel Angles	-		Third Deck, amidships, Angle, <u>E or C</u>	170x75x10.0	
Side Keelsons, No. each side	-		Spacing	730	
" thickness of Intercoastal Plate	-		Fourth Deck, amidships, Angle, <u>E or C</u>	-	
" Angles	-		Spacing	-	
DOUBLE BOTTOM.			Poop Deck, Angle, <u>E or C</u>	180x75x8.0	See
Solid Floors, thickness and spacing	10.0		Spacing	600-730	
" Are Frame and Reversed Frame joggled?	Every 3rd Fr. no		Bridge Deck, Angle, <u>E or C</u>	150x75x8.5	
Bracket Floors, breadth and thickness at middle line	The plating 820x10.0		Spacing	140x65x8.5	
" breadth and thickness at margin plate	820x10.0		Forecastle Deck, Angle, <u>E or C</u>	230x90x11.0	
			Spacing	200x75x9.0	

		mm IN SHIP.	Any Departure from Approved Plans to be Noted.			mm IN SHIP.	Any Departure from Approved Plans to be Noted.
In way of vegetable oil tanks.				Stringer Plate, breadth and thickness in way of Bridge		2000x9.5	
PILLARS, No. of Rows <u>One each side</u>		200x10.0	Ø	Thickness of Plating abreast Deck openings in way of Wells		8.5-7.5	
in way of fresh water tanks		Every 5th Fr.		Thickness of Plating abreast Deck openings in way of Bridge		8.5	
" in ways <u>Decks</u> , Size and Spacing		140x8.5	Ø	Thickness of Plating within line of openings		8.0-7.5	
" <u>one row each side</u>		-		If Sheathed, material and thickness		-	
" " " " "		-		Third Deck.		-	
" " " " "		-		Stringer Plate, breadth and thickness		-	
" in Holds " " "		-		If Plated, state thickness		-	
" " " " "		-		Fourth Deck.		-	
Centre Line Bulkhead.		240x11.0	Every	Stringer Plate, breadth and thickness		-	
Stiffeners and Spacing		220x18.0	2nd	If Plated, state thickness		-	
Plating, thickness of		160 x 7.0	Frame	Poop Deck.		8.5	
Forward		9.0 - 7.5		Stringer Plate, breadth and thickness		8.5	
Aft		6.5		Plating, Sheathing, material and thickness		7.5	
STRINGERS AND DECKS.				Bridge Deck.		2 1/2" Pine	
Uppermost Continuous Deck.		1500x15 to		Stringer Plate, breadth and thickness		8.0	
Stringer Plate, breadth and thickness in Wells		960x10.5		Plating, Sheathing, material and thickness		6.5	
" " " " in way of Bridge		2000x15.0		Forecastle Deck.		1 1/2" Litosilo	
" Angle in Wells		150x150x15.0		Stringer Plate, breadth and thickness		8.5	
Thickness of Plating abreast Deck openings in way of Wells		100x100x12.5		Plating, Sheathing, material and thickness		8.0	
Thickness of Plating abreast Deck openings in way of Bridge		15.0-9.0		Stringer Plate, breadth and thickness		8.0	
Thickness of Plating within line of openings		12.0		Plating, Sheathing, material and thickness		8.0	
If Sheathed, material and thickness		9.5-8.5		Stringer Plate, breadth and thickness		8.0	
Second Deck.		-		Plating, Sheathing, material and thickness		8.0	
Stringer Plate, breadth and thickness in Wells		2000x9.5					

SCANTLINGS.					ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
STRAKES.	AS IN VESSEL.					State if joggled?	yes	SINGLE OR DOUBLE.	No. of ROWS of RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	AMIDSHIPS.		FORWARD.	AFT.						Diam.	Spacing cr. to cr.	
	Breadth.	Thickness.	Thickness.	Thickness.								
Flat Plate Keel.....	1300	19.5	19.5	19.5		Double	25	104				
„ Dblg. (if any)	-	-	-	-		-	-	-				
Bottom Plating, No. of Strakes4.....	1750	14.5	17.0	12.0		Double	22	91				
Bilge Plating, No. of Strakes2.....	1780	14.5	21.5	12.0		"	22	91		All		
Side Plating, No. of Strakes4.....	1800	14.5	12.0	11.0		"	22	91		welded.		
Upper Deck, Sheer- strake in Walls.....	1800	17.0	11.5	11.5		"	25	104				
Upper Deck, Sheer- strake in Bridge ...	1800	17.0	11.5	11.5		"	25	104				
Strake below Sheer- strake in Walls.....	1800	14.5	12.0	11.0		"	22	91				
Strake below Sheer- strake in Bridge ...	-	-	-	-		-	-	-				
Poop Side Plating 2.....	1350	9.0	-	9.0		Single	19	85				
Bridge Side Plating.....	-	-	-	-		-	-	-				
Forecastle Side Plating	2300	9.5	9.5	-		Single	19	85				

Total No. of W.T. BULKHEADS in Vessel—	7 ✓
Extending to Upper Deck (Sec. 3 c)	2.
" Deck next below	5. ✓
As per Rule.	As approved.

	Welded or Forging.	Scantlings.	Name.	Plans to be Kept.
KEEL, Bar	-	-	A-5	
STEM	Plates	21.5- 28.0	F.S.G. Approved	
STERN FRAME { Propeller Post	Rudder Forging	28.0	" "	" "

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D, Upper 'tween decks	6.0	120x6.5	750	-	-
"	" Second "	-	-	-	-	-
"	" Third "	-	-	-	-	-
"	" Holds	Oil Tight 9.5-75	240x13.0 625 220x12.0 to 640 220x10.0	500x9 Pl 250 one 700x8.5 Two		
COLLISION	" (in Hold)	13.5-85	180x8.0	600	1200x75x9 160 x 8	one.
AFTER PEAK	"	18.0-60	120x6.5	600		

Speed of Vessel	13.5 kn.
RUDDER—Type	Ordinary.
" A x D.	134
" Diam. of head	289-304 diam. As approx.
" Mainpiece at top pintle	-
" " heel	-
" how constructed	E. Welded
" double or single plate coupling, vertical or horizontal	Double Plates.
	Vertical 8 Fitted Bolts
	Open Hearth Process

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

STEEEL. Plates:- Hüttenwerk Huckingen A.G., Duisburg. Profiles:- Hüttenwerk Hörde A.G.,
Nivets:- Hüttenwerke Rheinhausen & Ruhrort Meiderich A.G., Weber & Ochsenfeld, Weidenau.

Has the Steel been tested as required by the Rules? yes.

Number of Certificate.	Anchors.	WRIGHT, EX. STOCK.	WRIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 55.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
3110	1st Bower	3395 kg	-	53440 kg		Cast Steel Union Stockless	Hüttenwerk	Dortmund 8th May 57
3112	2nd "	3362 kg	-	53440 kg		"	Hörde A.G.	" J. Quast
3111	3rd "	3337 kg	-	53440 kg		"	Dortmund	"
	Collective weight	10094 kg			9245 kg			
3113	Stream	910 kg	228 kg	19930 kg	890 kg	Union Cast Steel Stock Anchor	"	"

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 63.		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 63.	
	Length.	Diam.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.
2209	495 ^m	57 ^{mm}	kg	kg	3682 ^{kg}	34460	495 ^m	57 ^{mm}	Mild Kettenwerk	Dortmund	8.8.51	"	230 ^m	127 ^{mm}	65.02	220 ^m	127 ^{mm}
									Steel Schlieper			"	230 ^m	127 ^{mm}	65.02	220 ^m	127 ^{mm}
									Stud Grüne	JUL. QUAS		HAWES & WARRS	165 ^m	70 ^{mm}	21.8	165 ^m	70 ^{mm}
									Link i./West.			"	165 ^m	64 ^{mm}	17.28	165 ^m	64 ^{mm}
Iron Stream Cable per Table 63 Steel Wire	220	127			73300		165	127	F. Stein Hamburg	Hamburg	11.6.51	"	165 ^m	64 ^{mm}	17.28	165 ^m	64 ^{mm}
									Flex. Hamburg			"	165 ^m	64 ^{mm}	17.28	165 ^m	64 ^{mm}
									Steel Wire			"	165 ^m	64 ^{mm}	17.28	165 ^m	64 ^{mm}

Steering Gear, Type (Power or hand) Electric Driven, Efficient, A.E.G., & Schärffe Alternative Means of Steering A Hand Gear 1 Motor Life boat

Steering Chains (Size and Test) none Windlass Elec. Driven A.E.G., & Schärffe Boats 8.5x2.6x1.6m 1 Life Boat 7.5x2.5x0.97 m

Ceiling in Holds, thickness and material 2 1/2" Pine on Transv. Battens Cargo Battens, thickness, material and spacing Pine 180x50mm Spaced 250mm

Cargo Hatchways.—(Upper Deck) Welded Steel Coamings, Riveted to Decks Thickness of Hatches Steel Covers

Size of Hatchways No. 1 (Fwd.) 1189x6000 No. 2 14590x6000 No. 3 11670x6000 No. 4 11670x6000 No. 5 - No. 6 -

Number of Shifting Beams } 8. }
and/or ~~Port and Star~~ 8. } 9. } 7. } 7. }

Builder's Signature _____

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. yes 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 vessel has been built in accordance with the plans approved and amended by the Committee. The scantlings and arrangements of the ship have been verified and are as given in the report and as shown and amended in the approved plans. One set of plans "as built" which agree with the approved and amended plans, now forwarded.

The materials used in the construction has been made at works approved by the Committee and tested by the Society's Surveyors.

The workmanship is good and considered eligible for classification with this Society.

Diesel oil carried in the oil cross bunker forward the engine room frames 83 to 87 and in double bottom tank No. 3 on port and starboard sides.

Vegetable oil may be carried in tunnel side tanks frames 37 to 63 on port and starboard sides

All double bottom tanks, cofferdam, oil fuel bunkers, fore and after peak tanks and tunnel side tanks for vegetable oil and fresh water have been pressure tested as required by the Rules and found good.

The amount of Entry Fee..... £ : :	Fees applied for, 19	(Special notations, where part of class, to be stated.)
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Special Survey Fee..... £ : :
 Travelling Expenses, if any £ : :
 Received by me, 19.....
 I am of opinion the Vessel should be Classed..... 100 A

State whether the Vessel has been built under Special Survey..... no

Signature Friedrich Olsen
Surveyor to Lloyd's Register of Shipping

Certificate to be sent to Hamburg Office. Date of issue 4/8/53

Committee's Minute

Character assigned

Carrying vegetable oil in tanks
10.52 Ham ^{at sides of} Tank 10.52
Classed 10.52 DBS 10.52 Lloyd's
Strengthened for navigation

15.12
Lloyd's Register
Classification
Certificates Written
606/60-006/74-6208 372

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.)

Weather decks, water tight bulkheads and water tight door have been hose tested and found tight. ✓
Main and hand steering gear and windlass have been tested under working condition and found satisfactory. ✓
Marks on anchors and chain cables have been verified with Certificates and were found in accordance with same. ✓

The freeboard assigned by the Seeburufsgenossenschaft has been marked and cut in on vessel's sides as follows:-

Top of statutory deck line = upper edge of stringer plate 2nd deck.
From top of statutory deck line to Tropical = 380 mm.
From top of statutory deck line to Summer = 520 mm.
From top of statutory deck line to Winter = 660 mm.
Allowance for fresh water for all seasons = 140 mm.
Maximum draught to the summer freeboard = 6920 mm.

The vessel has been placed in drydock at Hamburg and left the dock on the 23rd October 1952.
Approved plans attached to F.E. Report on the M.V. " TRANSVAAL " Hamburg Report No. 2085.

Sister Vessels:-

" TRANSVAAL " and " NIGERIA "
Hamburg Rpt. No. 2085 and 2095.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of shell E.W. all other parts of shell riveted.
Seams and butts of decks and tank top plating and bulkheads E.W. Reverse frames and floors electr. welded to the tank top plating.
Electrodes:- Westf. Union S.H. Yellow and S.H. green K. 50 Agil Blue Red.
used

SPECIAL NOTATIONS :- Either as part of the vessel's class or for record in the Register Book
Strengthened for navigation in ice. E.S. D.F. LLOYD'S A & CP
Carrying vegetable oil in tunnel side tanks. Wireless.
Cruiser Stern. Oil Engine. Part. E.W.

RADAR Equipment (State if fitted)

State Type or Pattern No.

State } Maker
Name } and/or
of } Supplier. NONE.

Particulars of Drop Test of Cast Steel Anchors, viz. :- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Head	Cert. No.	2517	Weight	2165 kg	Drop Test	12 ft.	Dortmund	16.5.51
		Shank		2520		1230 kg		12 ft.		J. Quast.
		Head	Cert.	2519		2212 kg		12 ft.		
	2nd "	Shank		2521		1150 kg		12 ft.		
		Head		2518		2172 kg		12 ft.		
	3rd "	Shank		2522		1165 kg		12 ft.		
	Stream			2523		910 kg		12 ft.		40

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 66.5 ft., R.Q.D. - ft., Bridge - ft., Forecastle 30.5 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 D.H.R.D. Extreme Breadth over Belting - Over-all Length 413.4
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 2 Dks. Steel

Parts of Bottom of Vessel coated with cement or approved composition Cement. (except No. 3 Oil Fuel Double Bottom Tank).

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	122.2	285.0	Fore peak tank,	22.0	92.0
Double bottom, under Engines and Boilers,			After peak tank,	16.0	150.0
Double bottom, if under Engines only,	45.6	87.15	Tunnel side tank for vegetable oil	62.25	619.0
Double bottom, if under Boilers only,			Deep tank, forward, pt. & stbd.	43.1	250.0
Double bottom, forward,	170.0	492.0	Other tanks, if fitted,		OF
Total length (if continuous) and Capacity	338	775	(If necessary furnish further information by sketch.)		

Order for Special Survey No. -

Date

Dates of Surveys held while building

July 1952:- 21, 22, 23, 24. October 1952: 23, 24, 25.

Total No. of Visits

7