

STEEL STEAMER or MOTORSHIP.

Received at London Office 23 JUL 1927

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 *16th July 1927*Port of *BREMEN*No. *975*Survey held at *BREMEN*Date First Survey *10th June 1926*Last Survey *16th July 1927*

1927

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *STEEL SINGLE SCREW M.V. "ADRIA" MACHINERY FITTED AFT*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Longitudinal framing carrying Petroleum in Bulk* State Type of Erections *Forecastle, Bridge and Prop*TONNAGE under Tonnage Deck... *5783*CLASS *+100 A1*State if with freeboard as condition of Class *NO*Built at *BREMEN*

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 411' 9"*

FEET.

Launched *18th MAY 1927* Yard No. *864*Breadth (greatest moulded) *B 54' 11 1/2"*Builders *DEUTSCHE SCHIFFS MASCHINENBAU-
GES. WERK A.G. WESER*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 32' 9 1/8"*Owners *BREMER-OEL-TRANSPORT GES.*

Total

Gross Tonnage *6357,57*Register Tonnage *3637,31*Managers *ATLANTIC TANK REEDEREI*
(Where necessary to be entered in Reg. Book) *HAMBURG*Residence *BREMEN*Port of Registry *BREMEN*If surveyed while building, afloat, *AND* in dry dock*42 during construction*

REGISTERED DIMENSIONS.

FEET.

Length *125,82m 412.80*Breadth *16,81 55.15*Depth *10,02 32.84*Framing Depth "d," at middle of length. See Sec. 3 (1d) *12,62*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12,62*

Do. Long Bridge to top of keel

Draught Moulded *25' 3 3/8"*

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	<i>See</i>		Bracket Floors, Frame	<i>5</i>	
" " from 1/2 length to Collision bulkhead.....	<i>Longitudinal</i>		" " Reversed Frame.....	<i>5</i>	
" " in peaks.....	<i>6.10 7m</i>		" " Vertical Struts.....	<i>5</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>1100x12,5</i>	
Frame Amidships, Angle, [or]	<i>See</i>		" " top Angles.....	<i>2.7 90x90x13</i>	
" " Extends up to.....	<i>See</i>		" " bottom Angles.....	<i>2.7 100x100x14</i>	
Reversed Frame Amidships, Angle	<i>Longitudi-</i>		Side Girders, No. each side and thickness	<i>3 12-10 7</i>	
" " Extends up to.....	<i>nal</i>		Margin Plate depth (excl. of flange) and thickness	<i>950x13</i>	
Depth of Framing Girder	<i>See</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....	<i>4 130x130x11</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>framing</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem.....	<i>5</i>	
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	<i>6x5x10 on each frame</i>	
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem.....	<i>5</i>	
Framing in Peaks, Angle or [.....	<i>alt. 5 190x85x12 forward 5 190x85x12</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>800x11,5</i>	
Diameter and Spacing of Rivets through Shell Plating	<i>19-22 in 5 1/2 in rivets 4 90x90x13</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>not</i>		Breadth and thickness of Middle Line Strake.....	<i>1840x12,5</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars.....	<i>3 stringers 950x10x90 flange with beams on every 2nd frame 5 240x90x13</i>		Thickness of remainder in HOLD ENGINE ROOM	<i>12,5</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars.....	<i>Space of longitudinals 760 to 600 7m rivets 4 90x90x12</i>		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?.....	<i>YES</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>Web frames 1067x11,5</i>		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>See</i>	
Height of Brackets at side above base line at toe of frame.....	<i>2570</i>		" " in way of Bridge, Angle, [or].....	<i>Longitudi-</i>	
Middle Line Keelson, on Floors, Angles, [or]	<i>See</i>		Spacing.....	<i>nal</i>	
" " Through Plate or Intercostal Plate.....	<i>Centre line</i>		Second Deck, amidships, Angle, [or]	<i>framing</i>	
" " Foundation Plate on Floors.....	<i>Bulkhead</i>		Spacing.....		
" " Flat Plate Keel Angles.....	<i>2 100x100x14,5 1-14</i>		Third Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing.....		
" " thickness of Intercostal Plate.....			Fourth Deck, amidships, Angle, [or]		
" " Angles.....			Spacing.....	<i>Frame 1-18 5 180x75x10,5 19-29 5 190x75x11 30-32 5 240x75x11 33-45 5 150x70x8</i>	
DOUBLE BOTTOM. AFT MOTOR SPACE.			Poop Deck, Angle, [or]	<i>610 to 700 7m</i>	
Solid Floors, thickness and spacing	<i>10 x 700</i>		Spacing.....		
" " Are Frame and Reversed Frame joggled?.....	<i>4 90x90x11</i>		Bridge Deck, Angle, [or]	<i>120x75x8,5</i>	
Bracket Floors, breadth and thickness at middle line	<i>1000x12</i>		Spacing.....	<i>770 7m</i>	
" " breadth and thickness at margin plate.....	<i>700x12</i>		Forecastle Deck, Angle, [or]	<i>180x75x10,5</i>	
			Spacing.....	<i>700-610-500 7m</i>	

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Lloyd's Register Foundation

1975

EQUIPMENT No.												LETTER		ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
854	1st Bower	71	1	9				54	10	0	0		Groson - Chain	O. Groson	MADEBURG. 146. 22. K. H. HAUS.	
856	2nd "	71	2	3				54	15	0	0		"	"	"	
815	3rd "	63	1	23				50	5	0	0		"	"	"	
	Collective weight.	206	4	2								182				
181	Stream	12	1	70	5	2	12	18	10	2	14		Link. Anchor	O. Groson	MADEBURG. 25. 8. 22. K. H. HAUS.	
CHAIN CABLES.																

CHAIN CABLES.														HAWERS AND WARPS.													
Number of Certificate.	Length and size supplied.		Test per Certificate. Stat. Break- ing. Tons.	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.		Breaking Test of Steel Wire. Tons.	Length and Size per Table 53.												
	Fathoms.	Ins.		Supplied.	Per Rule.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.	Length.	Cir.	Length.	Cir.							
40	270	2 1/16	97,800	34,360	4170 Rg.	34460 Rg.	270	2 1/16	Had Link Portigues	17.6.88. Portig	TOWLINE	220	5	150 Rg.	220	5											
on Stream Chain or Reel Wire		Or.						Or.		W.A.O.S. H. JUNG.	HAWERS & WARPS	22165	3	"	22165	3											
	165	4 1/4	70,54				165	4 1/4	Malanc		"	22165	8	22165	8												

Steering Gear, Steam *Electric, M.A. Works & G. Bremen.* Steering Gear, Hand *Compound M.A. Works*

Boats, *2 life boats 4.5 x 2.55 x 109 mm* Steering Chains, Size and Test

Windlass *Steam for 59' cable.*

Cargo Battens, thickness, material and spacing 5

Large matchways - (Upper Neck) *only one forward* Thickness of Matches *90 mm*

Size of No. 1 Hatchway (Forward) *1010 x 1100* No. 2 *all other* No. 3 *hatches* = No. 4 *1800 x 1200* No. 5 _____ No. 6 _____

Number of Shifting Beams, and/or Fore and Afters 4

Deutsche Schiff- und Maschinenbau Aktiengesellschaft

Work: Act. Ges. „Weser“

Builder's Signature *J. D. Ulrichs*

Thirrell 1886

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans and specifications.*

the requirements embodied in the Secretary's letters and other reports in conformity with the Rules and 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 padding and efficiently riveted together. The deep tank, peak tanks and double bottom tanks have been filled and tested as required by the Rules and coffer-dams, swimmer-tanks, oil-tanks, gas-fuel-oil-tanks have been filled and tested with a pressure of 8'0" above the highest point of expansion tanks and were found perfectly tight. Air & sounding pipes of all tanks comply with the Rules. The painting arrangements strengthening of bottom forward have been carried out as approved and to our satisfaction. All steel material used in the construction of this vessel has been made at works approved and tested by the Society's Surveyors in accordance with the Rules. The anchors & cables have

P.T.O.

the amount of Entry Fee £10 : 0 : 0

Special Survey Fee.... £538: 9: 0 Received by me, _____ I am of opinion the Vessel should be Classed **+ 100 A1.**

Travelling Expenses, if any £ 4 : 0 : 0 1.9.27

State whether the Vessel has been built under Special Survey yes *I Chursholm Will Mies*

Signature Wm. Wagh.
Certificate to be sent to Person Office Date of issue 29/7/27
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned *10001 - P. 1*

Character assigned 100 III - Garry Petroleum in Guel

Henry J. P.

4-11-24

Oil Engines

[illegible]








FORGINGS and CASTINGS.

[illegible]

Special Survey Fee.... £538: 9: 0 Received by me, _____ I am of opinion the Vessel should be Classed **+ 100 A1.**

Travelling Expenses, if any £ 4 : 0 : 0 1.9.27

State whether the Vessel has been built under Special Survey yes *I Chursholm Will Mies*

Signature Wm. Wagh.
Certificate to be sent to Person Office Date of issue 29/7/27
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned *+ w m l - P s*

Character assigned 100 III - Garry Petroleum in Guel

Henry J. P.

1892

Oil Engines

[illegible]

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.)

have been compared with the Certificates and were found in order. General equipment examined and were found satisfactory.
This vessel is a sister vessel to the Motor Vessel "Briaga" Bremen Report No. 946 and "Wittelsmeer" Bremen Report No. 967.
Copies of the approved plans are in the London Office.

Attached: Table with Longitudinal Framing.
7 Test Certificates of castings and forgings.
Tub. Certificate.

A Chisholm: With. Meyer. J. H. C. Rams

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

1st Bower 857. HEAD = 46:2:2, SHANK = 21:0:16, drop test 12 feet, bend test satisfactory. K.H. 27.5.27. K.H. 27.5.27.
2nd „ 856 „ = 46:1:24 „ „ = 21:2:4 „ „ „ „ „ „ M.B. 13.5.27. K.H. 27.5.27.
3rd „ 855 „ = 42:0:21 „ „ = 17:3:19 „ „ „ „ „ „ M.B. 13.5.27. K.H. 27.5.27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 112.87 ft., R.Q.D. X ft., Bridge 17.88 ft., Forecastle 40.5 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated X

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 Steel Decks.

Official No. ; Signal Letters

If bottom of Vessel has been coated Inside NO

particulars of composition Nothing in cofferdams & oilholds, cement in water ballast tank aft.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water C T
Double bottom, aft,			Fore peak tank,	21.0	17
Double bottom, under Engines and Boilers,	50.52	98	After peak tank,	18.0	15
Double bottom, if under Engines only,	13.78	44	Deep tank, aft, COFFERDAM AFT	3.45	16
Double bottom, if under Boilers only,			Deep tank, forward,	25.25	16
Double bottom, forward,			Other tanks, if fitted, COFFERD. FORW.	3.45	14
Total capacity of double bottom		142	(If necessary, furnish further information by sketch.)	TOTAL	79

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

Order for Special Survey No. 26

Date 2nd June 1926.

Dates of Surveys held while building

10, 6, 17, 6, 22, 6, 16, 7, 7, 8, 9, 8, 14, 8, 14, 8, 2, 9, 9, 9, 16, 9, 30, 9, 24, 10, 22, 10, 28, 10, 29, 10, 5, 11, 19, 11, 24, 11, 25, 11, 26, 29, 11, 3, 12, 11, 12, 15, 12, 16, 12, 22, 12, 19, 26, — 5, 1, 20, 1, 22, 1, 27, 1, 31, 1, 3, 2, 7, 2, 8, 2, 11, 2, 12, 2, 15, 2, 24, 2, 3, 3, 10, 3, 11, 3, 22, 3, 25, 3, 31, 3, 1, 4, 5, 4, 12, 4, 14, 4, 20, 4, 22, 4, 27, 4, 28, 4, 30, 4, 2, 5, 3, 5, 6, 5, 10, 5, 12, 5, 13, 5, 21, 5, 25, 5, 28, 5, 30, 5, 1, 6, 2, 6, 13, 6, 18, 6, 21, 6, 24, 6, 27, 6, 1, 7, 6, 7, 11, 7, 14, 7, 16, 7, 19, 7, 22, 7.

Total No. of Visits 7

Rpt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

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. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches. Dia.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.			Diameter.		
Framing of \angle , \square or \square																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck																		
No. 1		L 170x85x9.5			L 170x85x9.5			do do do						22	6	6	7-6	22
" 2		L 170x85x9.5			" " "			" " "						"	"	"	" "	"
" 3		L 170x85x9.5			" " "			" " "						"	"	"	" "	"
" 4		2nd DECK			x x x			x x x						x	x	x	x	x
" 5		L 190x85x10			L 190x85x10			L 180x85x10						22	6	6	7	22
" 6		L 200x85x10			L 200x85x10			L 200x85x9.5						"	"	"	9	"
" 7		L 200x85x11			L 200x85x11			L 200x85x9.5						"	"	8 rivs 4 1/2	9	"
" 8		L 220x85x10.5			L 220x85x10.5			L 200x85x11.5						"	"	"	10	"
" 9		L 230x90x11			L 230x90x11			L 220x90x10						"	"	"	"	"
" 10		L 230x90x11			L 230x90x11			L 230x90x10						"	"	"	"	"
" 11		L 240x90x11.5			L 240x90x11.5			L 230x90x11						"	"	8 rivs 3 1/2	10-9	"
" 12		L 250x90x12			L 250x90x12			L 250x90x11						"	"	"	16	"
" 13		L 280x90x14			L 280x90x14			L 270x90x13						"	"	"	"	"
" 14		L 300x95x15			L 300x95x15			L 300x95x15						"	"	"	"	"
15-23		" 15 L 300x102x11x17			" 16 L 300x100x11x17			" 23 L 300x100x11x17						"	"	"	"	"
" 16																		
Spacing of Longitudinal Frames		Amidships 760 Z			At Ends 760 to 630 Z													
Double Bottoms		Tank Top Longitudinals																
L, L or C		Bottom																
Spacing of Longitudinals		Amidships																
		At Ends...																
Transverses.																		
In Bridge		Depth and Thickness			500x10													
'tween Decks		Face Angles			90° in flange													
		Lugs to Shell*			90x90x12									19	6 1/2			
In		Depth and Thickness			500x10													
Upper 'tween Decks.		Face Angles			single 90x90x10													
		Lugs to Shell*			joggled 90x90x10									22	4 1/2			
In Hold.		Depth and Thickness			740x11.5													
		Face Angles			single 130x90x15													
		Lugs to Shell*			joggled 150x150x11.5									22	4 1/2			
		Brackets			upper 10° Z lower 11.5° Z													
Spacing of Transverse Frames		2310 Z																
		* State if joggled or liners.																
Longitudinal		Bridge Deck			in way of pump room													
Beams of		Upper			170x75x9			180x75x10.5			760 Z			Transverse	75x75x10.5			
\angle , \square or \square		Second			170x75x11.5			200x75x10			760 "				75x75x10.5			
		Third												Beams	150x150x13			
															460x10			
															130x90x14			

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.