

STEEL STEAMER or MOTORSHIP.

Received at London Office

15 AUG 1930

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 *6th August 1930.* Port of *Hamburg* No. *19477*Survey held at *Hamburg* Date First Survey *10th Jan. 1930.* Last Survey *31st July* 1929.On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)* *Full Single Screw Oil Tanker "VIGRID" Machinery fitted aft.*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Full scantling* State Type of Erections *Forecastle & Poop*TONNAGE under Tonnage Deck... *6406* CLASS *100A1* State if with freeboard as condition of Class *no* Built at *Hamburg*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 416.535* Launched *7th Jan. 1930* Yard No. *141*Total *-* Breadth (greatest moulded) *B 57.00* Builders *Deutsche Werft A.G. Hamburg*Gross Tonnage *7356* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 33.00* Owners *Bremer und von der Lippe*Register Tonnage *4367* 1st Longitudinal Number (L x D) *= 13746* Managers *(Where necessary to be entered in Reg. Book.)*REGISTERED DIMENSIONS. FEET. *420.3* Framing Depth "d" at middle of length. See Sec. 3 (1d) *12.6* Residence *Tinsburg**57.2* Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.6* Port of Registry *Tinsburg**33.3* Draught Moulded *25'11"* If surveyed while building, afloat, or in dry dock *On shore and afloat.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.	IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	760	✓	Bracket Floors, Frame	
" from $\frac{1}{2}$ length to Collision bulkhead	685	✓	" " Reversed Frame	
" in peaks	610	✓	" " Vertical Struts	
FRAMING.			Centre Girder, depth and thickness amidships	1478-125 ✓
Frame Amidships, <i>250 90 11</i>	✓		" " top Angles	90 90 125 ✓
" " Extends up to <i>Upper deck</i>	✓		" " bottom Angles	100 100 14 ✓
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>One 10 and motor scaling</i> ✓
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	240 13 ✓
Depth of Framing Girder	250	✓	" " Vertical Angle to Tank side Bracket <i>about 1/2 len. from stem</i>	150 150 11 ✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	<i>continuous</i>
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	600-10 ✓
" " Third " " "F.P." <i>200 90 11.5</i>	✓		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	
Spacing in Peaks, <i>Angle 110</i>	<i>A.P.</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	2100-105 ✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 120	0	INNER BOTTOM PLATING.	
State if Frame Joggled	<i>no</i>	✓	Breadth and thickness of Middle Line Strake	1320-125 ✓
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>stringer and web frames</i>		Thickness of remainder in Holds	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>bottom strakes increased in thickness and extra side girders</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>
MIDDLE BOTTOM.			BEAMS.	
Frames, Depth and thickness at mid-line in Holds	1300-105 ✓		Uppermost Continuous Deck, amidships	200 90 105 ✓
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]	
Middle Line Keelson, <i>on Floor/Angles</i>	300 90 16 ✓		Spacing	<i>very frame</i>
<i>Full bar</i> <i>Rein. [</i>			I. STRINGER	
" " Through Plate <i>on Intercostal Plate</i>	1700-15 ✓		Second Deck, amidships, Angle, <i>200 90 10</i>	✓
" " <i>Rider Reinforcement Plate on Frames</i>	600-16 ✓		Spacing	<i>very frame</i>
" " Flat Plate Keel Angles	150 150 15 ✓		II. STRINGER	
Keelsons, No. each side			Third Deck, amidships, Angle, <i>200 90 10</i>	✓
" thickness of <i>Intercostal</i> Plate	11.5 ✓		Spacing	<i>very frame</i>
" <i>Full bar</i>	250 90 11 ✓		III. STRINGER	
" Angles <i>Bottom</i>	150 150 13 ✓		Fourth Deck, amidships, Angle, <i>200 90 10</i>	✓
DOUBLE BOTTOM. AFT.			Spacing	<i>very frame</i>
Solid Floors, thickness and spacing	10 760 ✓		Poop Deck, <i>Angle 200 90 12</i>	✓
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Spacing	<i>very frame</i>
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, [or]	
" " breadth and thickness at margin plate			Spacing	
			Forecastle Deck, <i>Angle 200 75 9</i>	✓
			Spacing	<i>very frame</i>

PILLARS AND DECKS.

PILLARS AND DECKS.				Any Departure from Approved Plans to be Noted.
	IN SHIP.	IN SHIP.	IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows				
<i>2 longitudinal bulkheads</i>				
<i>in way of oil tanks</i>				
in 'tween Decks, Size and Spacing.....				
" " " " "				
<i>hollow pillar</i>				
<i>Forward in Hold wide spaced</i>				
" " " " "				
Centre Line Bulkhead. <i>Four deep tank</i>				
Stiffeners and Spacing..... <i>Bulkhead</i>				
Plating, thickness of				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness <i>1500 x 21</i>				
" " " " " <i>in way of Bridge</i> <i>1500 x 23</i>				
" " " " " <i>Angle</i> <i>200 200 20</i>				
Thickness of Plating abreast Deck openings } <i>in way of Wells</i>				
Thickness of Plating abreast Deck openings } <i>in way of Bridge</i>				
Thickness of Plating within line of openings...				
If Sheathed, material and thickness				
Second Deck.				
Stringer Plate, breadth and thickness in Wells...				
Stringer Plate, breadth and thickness in way of Bridge				
Thickness of Plating abreast Deck openings } <i>in way of Wells</i>				
Thickness of Plating abreast Deck openings } <i>in way of Bridge</i>				
Thickness of Plating within line of openings...				
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 ...				
Bridge Deck.				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness ...				
Forecastle Deck.				
Stringer Plate, breadth and thickness				
Plating, Sheathing, material and thickness ...				

SHELL PLATING.

SCANTLINGS.						EDGES.			BUTTS.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	AMIDSHIPS.		FORWARD.	AFT.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Breadth.	Thickness.	Thickness.	Thickness.									
FLAT PLATE KEEL	1110	24	18.5	18.5	✓	Double	25	95	5	25	100	Lapped	
" DBLG. (if any)	2000	-	-	12.5		"	22	85	4	22	88	"	
BOTTOM PLATING, No. of of Strakes	1960	16	16	15	✓	"	22	85	4	22	88	"	
BILGE PLATING, No. of Strakes	1880	16	14	15	✓	"	22	85	3	22	88	"	
SIDE PLATING, No. of Strakes	2040	15	12	15	✓	"	25	95	4	25	100	"	
UPPER DECK, Sheer- strake in Bridge ...	1300	21	12	12	✓	"	-	-	-	-	-	"	
UPPER DECK, Sheer- strake in Bridge ...	-	-	-	-		"	25	95	4	25	100	"	
STRAKE BELOW Sheer- strake in Bridge ...	2040	19.5	12	12	✓	"	-	-	-	-	-	"	
STRAKE BELOW Sheer- strake in Bridge ...	-	-	-	-		"	22	85	2	19	87	"	
POOP SIDE PLATING	-	-	-	10	✓	"	25	95	3	22	88	"	
BRIDGE SIDE PLATING ...	-	-	-	-		single	22	85	1	19	87	"	
FORE'C'TLE SIDE PLATING	-	-	10.5	-									

FORGINGS and CASTINGS.			
Any departure approved by	Maker's		

WATERTIGHT BULKHEADS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D.	Middle Tanks	8-13	150.11	2500	150.10.11	1760
	Upper Deck		5 250.			
	Side Tanks	15-12.5	90.11	700		
	Second					
	Third					
COLLISION	Holds		140.15.75		150.10.12	
	(in Hold)	6.5-11.5	150.10.10	600	150.10.14	600
			140.15		150.10.11	
AFTER PEAK		7.5-13		75	150.10.11	1600

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plan to be noted.
KEEL, Bar		Flat plate	Keel	
STEM	Forging	250.70	Hamill & Long	
STERN FRAME { Propeller Post	Forging	450 215	G. W. & H.	
{ Rudder "	Forging	258.0	Dünel dorf	
RUDDER—A × D		N. K.		
Speed of Vessel				
RUDDER ^{shaft} main piece at head ...	Forging	214.0	Hamill & Long	
" " heel ...	Simpler		Dünel dorf	
" how constructed	Balanced Rudder		W. H. & H.	
" double or single plate	double plate, electric welded			
" coupling, vertical or horizontal	vertical		changed G. H. 15. V.	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the _____
 Schmitt & Obereisen

Has the Steel been tested as required by the Rules?

Lloyd's Register
Foundation

EQUIPMENT No. 19372												LETTER at		ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor	Makers.	Where and when tested and Superintendent.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Owts.				
2235	1st Bower ...	65	0	23	-	-	-	51	2	2	0	194½	Grosvenor standard	Chas. Grosvenor	Magdeburg, 13.5.30. M.B.	
2248	2nd „ ...	65	3	20	-	-	-	51	10	0	0		"	"	"	25.6.30 M.B.
2249	3rd „ ...	65	3	16	-	-	-	51	10	0	0		"	"	"	25.6.30 M.B.
	Collective weight.	197	0	3								194½				
2250	Stream	19	1	7	4	3	24	20	4	0	7	23:3:0	"stock anchor	"	"	25.6.30 M.B.

CHAIN CABLES.												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.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
668	272	2 5/8	96 1/2	134 1/2	784.0.22	720 3/4			270	2 5/8	shd link	J.D. Thiele	Shewen, 24.6.30	Special Flexible TOWLINE	120	4 1/4	73.6	120	5 1/4
													J. Quast	HAWSERS & WARPS	2 a. 90	2 1/2	20.9	90	2 3/4
															2 a. 90	2 1/4	16.8	90	2 1/2
Special Notice Iron Stream Chain or Steel Wire	90	4 1/2	-	66	-	-			90	5		Burkhardt & Dicks A.G. of Bremen	Flitter 28.6.30 K. Flaugs						

Steering Gear, ~~Steam~~ ^{ELECTR.} *yes, efficient, Atlas Werke, Bremen.* Steering Gear, Hand *yes, efficient.*

Boats *2 high boats, 1 motor boat* Steering Chains, Size and Test *no chains* Windlass *steam, efficient*

Ceiling in Hold *thickness and material 65 mm pine* Cargo Battens, thickness, material and spacing *50 mm pine, 230 mm spacing*

Cargo Hatchways.—(Upper Deck) *Steel plates and angles* Thickness of Hatches *Steel hinged covers*

Size of No. 1 Hatchway (Forward) *13'6" x 17'* No. 2—*17' x 4'* No. 3 — No. 4 — No. 5 — No. 6 —

Number of Shifting Beams and/or Fore and Afters *Three shifting beams to No. 1 hatchway.*

Builder's Signature *[Signature]* **DEUTSCHE WERFT
AKTIENGESELLSCHAFT**
[Signature] H. Schorn

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes* (b) whether the vessel, ~~being~~ 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.

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk".

The workmanship is of the best description for this type of vessels, all parts conforming well with each other, without use of any packing, and efficiently riveted together. The peak tanks, double bottom tanks, deep tanks, oil cargo tanks and cofferdams have been fitted and tested as required by the Rules and were found perfectly tight. The air and sounding pipes of all tanks comply with the Rules. The painting arrangement and strengthening of the bottom forward have been carried out as approved. The steel material used in the construction of this vessel has been made at works approved by the Committee and tested by the Society's Surveyors. Buckers and cables have been compared with the Certificates and found in order.

The amount of Entry Fee £ *10* : - : - Fees applied for, *12.8.1930*

Special Survey Fee.... £ *575.17* : - Received by me, *16.10.1930*

Travelling Expenses, if any £ *6* : *3* : -

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

I am of opinion the Vessel should be Classed *+ 100 A 1*
"Carrying Petroleum in bulk".

Signature *[Signature]*
Surveyor to Lloyd's Register of Shipping.

Artificate to be sent to *Steam office* Date of issue *26/8/30*

Committee's Minute *TUE. 26 AUG 1930*

Character assigned *+ 100A1*
Carrying petrol. in bulk

Lloyd's A & C.P.

Rudder electrically welded

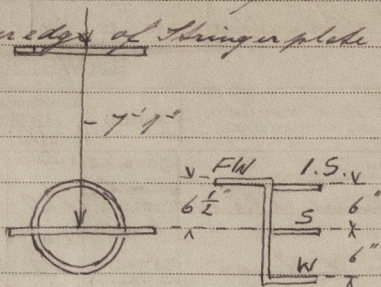
+ L.M.C. 7.30
2 DB. 170 lb. Oil. Eng
C.L.

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Lloyd's Register
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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 the Plans should be embodied.)

The Rudder is of special construction E.W. Lupton Balance Type (see Lupton's Letter No. 14 Nov. 1929.)

The Name *Terikos* freckled has been marked on the vessel's sides as given in sketch. Upper edge of stringer plate (Upper deck).



Plans returned herewith:

- 1.) Midship section; 2.) Profile and decks; 3.) Stringer decks; 4.) Connection of Bottom girders to sillight bulkheads; 5.) Stem frame & rudder; 6.) Vertical rudder bearing; 7.) Fore end section and peak bulkheads; 8.) Panking arrangement & stringer; 9.) After end section; 10.) Double bottom aft; 11.) After fuel oil tank & cofferdam; 12.) Fore peak bulkhead frame & stiff; 13.) Stem frame & rudder trunk; 14.) Laying of shell plating; 15-16.) Welded main inlet chests in the pump room; 17-18.) Auxiliary engine seating.

5 Test Certificates attached.

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

1st Bower	Lead: 44 cwt. 0 qrs 2 lbs; drop test 12' No. 7841. K.H. 29.4.30. May debr.
2nd "	Shank: 17 " 20 " 16 " 12 " 548. K.H. 27.3.30. "
3rd "	Lead: 45 " 20 " 16 " 12 " 8070. K.H. 28.6.30. "
	Shank: 17 " 1 " 22 " 12 " 586. M.B. 13.5.30. "
	Lead: 44 " 3 " 2 " 12 " 8071. K.H. 13.6.30. "
	Shank: 17 " 1 " 24 " 12 " 589. M.B. 13.5.30. "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103 ft., R.Q.D. — ft., Bridge — ft., Forecastle 41 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

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

Official No. —; Signal Letters L. J. D. F. Is bottom of Vessel coated with cement no if not particulars of composition Oil tanks not coated, peak cement, otherwise paint or bitumen ashie.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	—	—	Fore peak tank,	24	1
Double bottom, under Engines and Boilers,	—	—	After peak tank,	20	1
Double bottom, if under Engines only,	60	157	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	29	—
Double bottom, forward,	—	—	Other tanks, if fitted,	—	—
Total capacity of double bottom		157	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 226

Date 6. 11. 1929.

Dates of Surveys held while building

1930: January 10 20 27, February 7 18 27, March 4 7 21 26, April 11 17 22 24 25 30, May 5 12 15 16 19 22 23 26 28 30, June 2 4 7 13 23 27, July 15 17 23 26 30 31.

Total No. of Visits 38