

STEEL ~~STEAMER~~ OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel No (G.L. FOR FBD)State if Report is sent on the Machinery of the Vessel YESCompletion of report 27th June 1952Port of HAMBURGNo. 1884held at ELMSHORNDate First Survey 12th March 1951Last Survey 17th April19 52

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw Motor Tanker (Machinery aft) " I S E B E K "

Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections Poop & Forecastleunder Deck ... 374

Space or spaces Tonnage Dk. Upper Dk.

Age 497.5Tonnage 270.0

TERED DIMENSIONS.

50.73 = 166.438.89 = 29.163.32 = 10.89CLASS 100 A1

Carrying Petroleum in Bulk

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 49.5Breadth (greatest moulded) 8.85Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 3.301st Longitudinal Number (L x D) 1710 1632nd Numeral L x (B + D) 6510 601

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.8Do. Long Bridge to top of keel 10.1Draught Moulded 3.081Built at ElmshornLaunched 14th Nov. 1951 Yard No. 1001Builders D.W. Kremer SohnOwners Knöhr & Burchard Nfl.

Managers

(Where necessary to be entered in Reg. Book)

Residence HamburgPort of Registry Hamburg

If surveyed while building, afloat, or in dry dock on stocks 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.
S, Spacing amidships	Longitud.	600 side 695 bottom	FR.29-41	Bracket Floors, Frame	
" from $\frac{1}{2}$ length amidships to Collision bulkhead				" " Reversed Frame	
" Forepeak tk.	520/320			" " Vertical Struts	
" in peaks After peak tk.	520			Centre Girder, depth and thickness amidships	750 and 11
FRAMING. Longitudinal	180 x 9 side			" " top Angles	
Amidships, Angle, [or]	200 x 8.5 bottom			" " bottom Angles	
" Extends up to	with 60 mm flange			Side Girders, No. each side and thickness	
sed Frame Amidships, Angle				Margin Plate depth (excl. of flange) and thickness	
" Extends up to				" " Vertical Angle to Tank side	
of Framing Girder	400 x 8/80 x 9			" " Bracket abaft $\frac{1}{2}$ len. from stem	
s in Uppermost Continuous Deck	180 x 5.5			" " Vertical Angle to Tank side	
" Stern	fr. 43-50			" " Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	
" Second Deck, Angle, [or]	L100 x 65 x 8			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	
" Third	0 - 28			" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	
" 43 - 60	L100 x 65 x 8			Tank Side Brackets, height above base line at toe of Frame and thickness	
" 61 - F.P.	L150 x 75 x 9			INNER BOTTOM PLATING in way of engine room	
" 61 - F.P.	with 50 x 8 approved			Thickness of Middle Line Strake	11
" 61 - F.P.	L120 x 75 x 8			Thickness of remainder in Holds	
er and Spacing of Rivets through Frame and Shell Plating amidships				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?	
Frame Joggled	no			BEAMS. Longitudinals in cargo tanks	
scantlings and arrangements in the ing Area in accordance with the Rules or as approved?	yes			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	(see sheet 5)
scantlings and arrangements in way of Bottom Forward in accordance with Rules and/or as approved?	yes			" " in way of Bridge, Angle, [or]	
BOTTOM.				Spacing	
Depth and thickness at mid-line in Holds				Second Deck, amidships, Angle, [or]	
Height of Brackets at side above base line at toe of frame				Spacing	
Line Keelson, on Floors, Angles, [or]				Third Deck, amidships, Angle, [or]	
" " Through Plate or Inter-costal Plate				Spacing	
" " Foundation Plate on Floors				Fourth Deck, amidships, Angle, [or]	
" " Flat Plate Keel Angles				Spacing	
Keelsons, No. each side				Superstr.-Deck	L100 x 75 x 8
" thickness of Inter-costal Plate				Poop Deck, Angle, [or]	L120 x 75 x 9
" Angles				Freebd. Deck	L100 x 75 x 8
Bottom in way of engine room				Spacing	520
Floors, thickness and spacing	9 and 520			Bridge Deck, Angle, [or]	
" Are Frame and Reversed Frame joggled?	no			Spacing	
" Floors, breadth and thickness at middle line				Forecastle Deck, Angle, [or]	L100 x 75 x 9
" breadth and thickness at margin plate				Spacing	fr. 42 - 51 = 520 fr. 51 - F.P. = 640

(MADE AND PRINTED IN ENGLAND.)

010037-010045-0058 1/3

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.	No. of Plating.
PILLARS, No. of Rows	-	-	-	-	9
" in 'tween Decks, Size and Spacing	-	-	-	-	0
" " " " " "	-	-	-	-	5
" in Holds " " " " " "	-	-	-	-	
" " " " " " " "	-	-	-	-	
Centre Line Bulkhead. Stiffeners and Spacing	-	-	-	-	FRA
Plating, thickness of	-	-	-	-	L,
STRINGERS AND DECKS.					bridg - n Up
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells 1940 x 8 ✓					
Trunk					
" " " " in way of Bridge 7.5 ✓					
" Angle in Wells	-	-	-	-	
Thickness of Plating abreast Deck openings } in way of Wells	-	-	-	-	
Thickness of Plating abreast Deck openings } in way of Bridge trunk 7.5 ✓					
Thickness of Plating within line of openings... 7.5 ✓					
If Sheathed, material and thickness.....	-	-	-	-	
Second Deck.					
Stringer Plate, breadth and thickness in Wells	-	-	-	-	
Stringer Plate, breadth and thickness.....	-	-	-	-	
If Plated, state thickness	-	-	-	-	
Third Deck.					
Stringer Plate, breadth and thickness.....	-	-	-	-	
If Plated, state thickness	-	-	-	-	
Fourth Deck.					
Stringer Plate, breadth and thickness.....	-	-	-	-	
If Plated, state thickness.....	-	-	-	-	
Freeboard deck aft					
Stringer Plate, breadth and thickness.....	2000 x 7				
Plating, Sheathing, material and thickness ...	steel 6				
POOP					
Superstructure deck					
Stringer Plate, breadth and thickness.....	1150 x 6				
Plating, Sheathing, material and thickness ...	steel 6				
Forecastle Deck.					
Stringer Plate, breadth and thickness.....	7				
Plating, Sheathing, material and thickness...	steel 7				

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>yes</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAKES
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam. Inches.	Spacing cr. to cr. Inches.	
Flat Plate Keel.....	1520	13	10	10	Double	19	3.5	E.W.	-	-		
„ Dblg. (if any)	-	-	-	-	-	-	-	-	-	-		
Bottom Plating, No. of Strakes2.....	1550	8.5	13.5	7	Double	16	3.5	E.W.	-	-		
Bilge Plating, No. of Strakes1.....	1350	8.5	13.5	7	Double	16	3.5	E.W.	-	-		
Side Plating, No. of Strakes1.....	1630	8.5	13.5	7	Double	16	3.5	E.W.	-	-		
Upper Deck, Sheer- strake in Wells.....	1400	8.5	14.0	7	Double	16	3.5	E.W.	-	-		
Upper Deck, Sheer- strake in Bridge ...	-	-	-	-	-	-	-	-	-	-		
Strake below Sheer- strake in Wells.....	-	-	-	-	-	-	-	-	-	-		
Strake below Sheer- strake in Bridge ...	-	-	-	-	-	-	-	-	-	-		
Poop Side Plating.....	1140	-	-	10/6.5	Single	16	3.5	E.W.	-	-		
Bridge Side Plating.....	-	-	-	-	-	-	-	-	-	-		
Forecastle Side Plating	1100	-	6.5	-	Single	16	3.5	E.W.	-	-		

FORGINGS AND CASTINGS.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
 Extending to Upper Deck (Sec. 3 c).....9
 „ Deck next below.....
 As per Rule.....4

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D, Upper 'tween decks	-	-	-	-	-
"	" Second "	-	-	-	-	-
"	" Third "	-	-	-	-	-
"	Holds	9/7	1240 x 12	2500	140 x 8	800
"	(in Hold)	7.5/6.5	80 x 5.5 120 x 7.5	800 600	140 x 8	800
COLLISION	"	7.5	1100 x 7/6.5	625	-	-
AFTER PEAK	"	"	"	"	"	"

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.
KEEL, Bar	Flat keel plate		
STEM	welded construct		
STERN FRAME { Propeller Post	fabricated		✓
{ Rudder "	fabricated		✓
Speed of Vessel	10 kns.		✓
RUDDER—Type	stream lined rudd		
" A × D.....	3.14 m ²		
" Diam. of head	180 mm Diam.		✓
" Mainpiece at top pintle	- - -		
" " heel	- - -		
" how constructed	welded construc		
" double or single plate	double plates		
" coupling, vertical or	horizontal		
" horizontal			
Vessel (state process of manufacture)			O.H.S.M. ✓

STEEL.

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

Profiles: Hüttenwerk Hörder A.G.,

Plates: Rheinische Röhrenwerke A.G., Mülheim - Ruhr

Has the Steel been tested as required by the Rules?

yes

PARTICULARS OF LONGITUDINAL FRAMING.

Hamburg Report No. 1884

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. Inches.	Rivets in Brackets to Bulkheads.	
	Diam. Ins.	Speng. Ins.	Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.			
L, L or C										
Bridge 'tween Decks ...										
Uppermost Continuous No. 1		180 x 9								
" 2		180 x 9								
" 3		180 x 9								
" 4		180 x 9								
" 5		200 x 8.5	Fr. 29 - 41		200 x 9					
" 6		200 x 8.5			200 x 9					
" 7		200 x 8.5			200 x 9					
" 8		200 x 8.5			200 x 9					
" 9		200 x 8.5			200 x 9					
" 10		200 x 8.5			200 x 9					
" 11										
" 12										
" 13										
" 14										
" 15										
" 16										
of (Amidships	600		fr. upper cont. deck							
nal (At Ends	695		to No. 4							
			fro. No. 5 to No. 10							
ank Top Longitudinals										
Bottom										
itudinals (Amidships										
(At ends...										
ansverses.										
Depth and Thickness										
Face Angles										
Lugs to Shell*										
Depth and Thickness	400 x 8									
Face Angles .. plate	80 x 9									
Lugs to Shell*										
Depth and Thickness	550 x 8.5									
Face Angles .. plate	100 x 10									
Lugs to Shell*										
" " Back Bars										
Brackets	350 x 8) with 80 x 9									
Transverse Frames... joggled or liners.	1875									
freebd.										
Bridge Deck ...	120 x 7.5		fr. 29 - 41							
trunk										
upper "										
Second "										
Third "										

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.

EQUIPMENT No. 6982

LETTER h

ANCHORS.

No.	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.
		Cwts.	Qrs.	Lbs.	Cwts.	Qrs.	Lbs.	Tons.	Cwts.	Lbs.				
1	1st Bower	637	kg	✓	-	-	-	14562	kg	✓	-	Cast Steel Patent	Nordische	Hamburg
2	2nd "	633	kg	✓	-	-	-	14495	kg	✓	-	"	Stahlwerke	7.2.52
3	3rd "	626	kg	✓	-	-	-	14379	kg	✓	-	"	Neumünster	Fr. Ohlzen
4	Collective weight	1896	kg	✓	-	-	-	-	-	-	1805	-	Janssen & Barg	-
5	Stream	245	kg	✓	65	kg	7345	kg	205	kg	-	Wrought Iron Stock	Hamburg	Hbg 7.2.52 Fr. Ohlzen

CHAIN CABLES.

HAWSERS AND WARPS.

No.	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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Clr.		Length.	Clr.
7	364	28	22210	33320	6614 kg	6350 kg	355	28.5	united steel link	Schlieper G.m.b.H. Sichtigvor i/Westf.	Dortmund 13.7.51 J. Quast	TOWLINE	2 x 65 m	= 3"	steel	✓	
	120	70		15450			110	70				HAWSERS & WARPS	2 x 40 m	= 3"	steel	✓	
													2 x 100 m	= 6"	Manila	✓	
															Breaking Test for 3"	✓	
															steel = 26100 tons	✓	

Gear, Type (Power or hand) Hand-Hydraulic Atlas Bremen No. 57523 Alternative Means of Steering Blocks and Tackles Hatlapa 2 wood. life boats Electr. driven No. 5261 Boats 5.5 x 1.9 x 0.75 m

ains (Size and Test) - Windlass Cargo Battsens, thickness, material and spacing -

olds, thickness and material - Thickness of Hatches steel covers 10 mm

ays.-(Upper Deck) 8 in all 800 x 800 x 9 mm Steel coamings welded to deck

ways No. 1 (Fwd.) - No. 2 - No. 3 - No. 4 - No. 5 - No. 6 -

Shifting Beams
re and Afters

Builder's Signature

D. W. Kremer Sohn

Schiffwerft

Elmhorn

DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel -

whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo - The positions in which oil is carried as fuel or cargo should be stated, together with the flash point (where required to be inserted in the Notation).

Ship has been built under Special Survey in conformity with the Society's Rules and Regulations

Society's letters. The scantlings and arrangements of the ship are as given in the report and as

and amended on the approved plans now forwarded. All modifications or additions to the original

arrangements made during construction have been indicated on the plans and equivalent to, the

requirements. The plans of Midship Section and Profile and Decks showing the ship as built, now forwarded

have been checked with the approved arrangements and found in order.

quality of the workmanship is good.

nt of Entry Fee..... £ - - - - Fees applied for, 19

Special Survey Fee..... DM 3140.- Received by me, 19

Travelling Expenses, if any DM 312.-

Whether the Vessel has been built under Special Survey yesto be sent to the Owner via Ham Date of issue 24/11/52tee's Minute FRI. 22 AUG 1952ter assigned +100A1 Carrying Petroleum in bulk

Lloyd's A.C.P.

+LMC 453 Oil Eng.

DB 12816

Signature Hubert W. Ackermann Surveyor to Lloyd's Register of Shipping.

(Special notations, where part of class, to be stated.)

Carrying Petroleum in Bulk

Strengthened for navigation in Ice

Longitudinal Framing

I am of opinion the Vessel should be Classed * 100 A1

Strengthened for navigation in ice

CLASSIFICATION
CERTIFICATE
2021Lloyd's Register
Foundation

0056 3/3

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 b. the Plans should be embodied.)

Fore and after peak tanks, double bottom tank aft, oil cargo tanks, oil fuel bunkers, forward deep cofferdams and fresh water tank aft have been tested as required by the Rules and where found perfect tight and satisfactory.

Shell plating, in way of accommodation, engine room, forward cargo hold and forepeak spaces hose t and found tight.

Air and sounding pipes with striking plates fitted in accordance with the Rules.

Steering gear and connections, hand gear, windlass and hand pumps examined under working condition found in good working order.

Anchor and chain cables have been verified with the certificates.

The Freeboard has been assigned and marked by the Seerufsgenossenschaft as follows:-

Top of statutory deck line = upper edge of main deck stringer plate.

Summer = 0,24 m, Winter = 0,30 m below top of statutory deck line.

Allowance for fresh water = 0,06 m for all seasons

List of Plans attached:-

No. 1) Midship Section

2) Profile and Decks

3) Tanktop & bulkheads forward

4) Tanktop & bulkheads aft

5) Framing section, after body

6) Stern frame and rudder

7) Shell Expansion

8) Engine Seatings

9) Longitud. & Transv. Bulkheads in Cargo Holds

10) Oiltight hatchcovers

11) hatches and Companionway.

12) Stem

13) General Arrangement

PARTICULARS OF ELECTRIC WELDING (if employed) Entirely welded except seams of shell plating, shell fram engine room, deck beams with main deck (frame 0 - 28), deck beams with poop deck and deck beams with deck (frames 43 - F.P.), deck beams with deep tanktop plating, deck beams with superstructure deck a floors with double bottom and tanktop plating aft.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Carrying Petroleum in bulk. Longitudinal framing. Strengthened for Navigation in Ice. E.S.D. D.F. Cruiser Stern. Machinery aft. Oil Engine. Pt. electr. welded. Pt. cem.

RADAR Equipment (State if fitted) no

State Type or Pattern No. -

State Name of Maker and/or Supplier.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Head Cert. No. 687 Weight 419 kg Drop Test 15 ft. 15.1.52 W.A. Shank Cert. No. 687a Weight 178 kg Drop Test 15 ft. 15.1.52 W.A.
	2nd "	Head Cert. No. 689 Weight 410 kg Drop Test 15 ft. 15.1.52 W.A. Shank Cert. No. 689a Weight 179 kg Drop Test 15 ft. 15.1.52 W.A.
	3rd "	Head Cert. No. 688 Weight 417 kg Drop Test 15 ft. 15.1.52 W.A. Shank Cert. No. 688a Weight 179 kg Drop Test 15 ft. 15.1.52 W.A.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 50.1 ft., R.Q.D. - ft., Bridge - ft., Forecastle

(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.X. Extreme Breadth over Belting - Over-all Length 53.95 (Circ. 1703) 170.7

No. and Material of Decks main and trunk decks - steel

Parts of Bottom of Vessel coated with cement or approved composition Fore and after peak tanks, double bottom tank aft fresh water tank 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

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.
	Feet.	Tons.		Feet.
Double bottom, aft,	-	-	Fore peak tank,	9.5
Double bottom, under Engines and Boilers,	-	-	After peak tank,	5.25
Double bottom, if under Engines only,	-	-	Deep tank, aft, Cofferdam	0.9
Double bottom, if under Boilers only,	12	-	Deep tank, forward, "	1.04
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. 6

Date 17.11.1950

Dates of Surveys held while building

1951 Mar.: 12, Apr.: 11, 20, 30, May: 9, 10, 23, 31, Jun.: 7, 19, 26, 10, 17, 28, Aug.: 1, 8, 10, 13, 16, 20, 24, 29, Sep.: 3, 5, 6, 10, 11, 28, Oct.: 5, 9, 13, 16, 19, 22, 23, 29, Nov.: 2, 5, 23, 28, Dec.: 8, 1952 Jan.: 16, 29, Mar.: 4, 12, 17, 21, Apr.: 10, 17,

Total No. of

Lloyd's Register Foundation