

DISCLOSED
SECTION
No. 790

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No. 790 5 JAN 1942

19th Dec 1941

Gotthenburg

13324

20th Jan 1941

27th Nov.

41

Gotthenburg

Single Screw Motor Tanker "TANKLAND" Machinery fitted off

Full manning

100 A1

dr

Gotthenburg

Prop. Brigg & Co

20th Aug. 1941

296

465'-0"

B 60'-9"

D 34'-0"

33'-2"

15438 ✓

43687 ✓

13.679

26'-7 7/8"

Builder: A. B. Moberg

Owner: A. B. Moberg

Manager: Tor E. J. Bratton

Port of Registry: Gotthenburg

Port of Registry: Gotthenburg

If surveyed whole building, also survey dock

Building offload and on floating dock.

See letter

BR

FOR NUMBER.

FRAMES, DOUBLE BOTTOM AND BEAMS

| mm. | mm. | mm. | mm. |
|--|-----------------|--|----------------------------|
| RAILS, spacing amidships | 800 | Bracket Floors, Frame | ✓ |
| FORWARD END OF TANK | 685 | Reversed Frame | ✓ |
| | 605 | Vertical Struts | ✓ |
| DE FRAMING | | Centre Girder, depth and thickness amidships | 1170 x 115 |
| Frame amidships | 280 x 90 x 12.0 | top angles | Welded $\pm 5 \frac{1}{2}$ |
| BOTTOM | Long. Pld. | bottom angles | Welded $\pm 5 \frac{1}{2}$ |
| SIDE | | Side Girders, No. each side and thickness | 32 x 17.15 x 10.5 |
| Reversed frame amidships | 280 x 90 x 12.0 | Margin Plate depth (each of range) and thickness | Level |
| Upper deck | | Vertical Angle to Tank side | with |
| Depth of Tanking Girder | | Bracket amidships from base line | back top |
| Frames in uppermost continuous upper | | Vertical Angle to Tank side | |
| Beck, No. 1 | | Bracket from forward to | |
| second and third Becks | | from side of Tanking Area | |
| Third | | Girder spacing and thickness | |
| from forward to 13' from | 280 x 90 x 12.0 | Girder spacing and thickness | |
| from forward to 13' from | 200 x 90 x 10.5 | from forward to 13' from | |
| from forward to 13' from | 200 x 90 x 12.5 | from forward to 13' from | |
| from forward to 13' from | 22.0 x 135 | from forward to 13' from | |
| from forward to 13' from | 25.2 x 150 | from forward to 13' from | |
| State if Frame Joggled | Yes | from forward to 13' from | |
| Are the scantlings and arrangements | Yes | from forward to 13' from | |
| of the Frame Area in accordance with the | Yes | from forward to 13' from | |
| and/or as approved | Yes | from forward to 13' from | |
| Are the scantlings and arrangements | Yes | from forward to 13' from | |
| of the Bottom Forward in accordance with | Yes | from forward to 13' from | |
| the approved or as approved | Yes | from forward to 13' from | |
| DOUBLE BOTTOM | | from forward to 13' from | |
| Floors, height of deck at midships | ✓ | from forward to 13' from | |
| Height of Deck at side above | ✓ | from forward to 13' from | |
| base line at midships | ✓ | from forward to 13' from | |
| Middle line bottom, on Floor, angle | ✓ | from forward to 13' from | |
| FOR | | from forward to 13' from | |
| THIRD DECK | | from forward to 13' from | |
| TOP DECK | 1700 x 12.5 | from forward to 13' from | |
| TO KEEL PLATE | 200 x 90 x 12.0 | from forward to 13' from | |
| Welded | ✓ | from forward to 13' from | |
| One in tank floor. | | from forward to 13' from | |
| DEPTH AND THROUGH | | from forward to 13' from | |
| BAR | 1700 x 12.5 | from forward to 13' from | |
| BOTTOM SHELL | 280 x 90 x 11.5 | from forward to 13' from | |
| for 3 spans beyond mid. 5 1/2' elsewhere | | from forward to 13' from | |
| (IN ENGINE SPACE) | | from forward to 13' from | |
| 12.5' in L. to tank & copper dam | | from forward to 13' from | |
| 10.5' outside same, every. | | from forward to 13' from | |
| Frames only. | | from forward to 13' from | |

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| | | |
|--|--|-----------------------------|
| Total No. of W.T. BULKHEADS in Vessel— | | 12 (+4 in centre tank only) |
| Extending to Upper Deck (Sec. 3 c) | | 11 (+4 in centre tank only) |
| Deck next below | | 1 (off peak) |
| As per Rule | | 7. |

| PLATING THICKNESS | STIFFENERS | | | |
|-------------------|------------|----------|------------|----------|
| | VERTICAL | | HORIZONTAL | |
| | Sections | Distance | Sections | Distance |
| 1/2 in | 13 | 10.0 | 250 | 90.125 |
| 3/8 in | 840 | | | |

| | | |
|--------------------------------------|---|--------|
| BIDSHIP BULKHEADS, Upper tween decks | | |
| " | " | Second |
| " | " | Third |
| " | " | Holds |

| | | | | | | |
|------------|--|-------------|--|---------|----------|-----|
| COLLISION | | in Hold | | 115.6.5 | 135.75.8 | 610 |
| AFTER PEAK | | upper panel | | 7.5 | 130.65.8 | 610 |
| | | lower " | | 13.0 | | |

| | |
|----------|---------------------------------------|
| WELDED T | 2 Horizontal girders as per app. plan |
| | 2 Horizontal girders |
| | 2 deep tank tops |
| | 1 horizontal girder |
| | 180.75.9 |

| | |
|------------------------|------------|
| Double or single plate | double |
| Longitudinal | horizontal |

Manufacturer's Name : Trade Mark : The Steel used in the construction of the vessel is made in accordance with the requirements of the Bureau of Marine Engineering.

STEEL. *Stummholz fernerwerk* *Eisenbohrungs hülle* *Thyssen hülle*

STEEL.

Einmündiges fernwerk Tutehöffnungs hütte Thypsen hütte

Has been ...

Open heart
Lloyd's Register
Foundation

Lloyd's Register
Foundation