

STEEL ~~STEAMER~~ OR MOTORSHIP.

28 OCT 1947

Received at London Office

State if Report has been sent on the Freeboard of the Vessel **Yes**State if Report is sent on the Machinery of the Vessel **Yes**Date of completion of report **27th October, 1947.** Port of **Gothenburg** No. **15650.**Survey held at **Gothenburg** Date First Survey **23rd September, 1946** Last Survey **16th October, 1947.**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **Single Screw Motor Tanker "ARABIAN QUEEN".** Machinery fitted aft. Poop, Bridge andState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **Full Scantling, Carrying Petroleum in bulk.** State Type of Erections **Forecastle.**TONNAGE under 10203.90  
Tonnage Deck ...CLASS **+100A1**State if with freeboard as condition of Class **No**Built at **Gothenburg**Launched **May 10th, 1947** Yard No. **609**Builders **A-B. Götaverken**Owners **Rederi A-B. Kungsoil**Managers **B. Lenberg**

(Where necessary to be entered in Reg. Book)

Residence **Kungshacka**Port of Registry **Kungshacka**

If surveyed while building, afloat, or in dry dock

**Building, afloat and on floating dock.**

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Gross Tonnage **11173.20**Register Tonnage **6665.27**

## REGISTERED DIMENSIONS.

~~Metres~~ MetresLength **534.04** **162.82**Breadth **66.19** **20.18**Depth **39.81** **12.14**

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous

**D corrected for flat sheer**

1st 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 continuous deck to top of keel

Do. Long Bridge to top of keel

Draught Moulded

FEET

L **511' 10"**B **66' 0"**D **39' 3"****38.0****19450****53230****13.04****30' 2 1/2"**

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	MM	Any Departure from Approved Plans to be Noted.		MM	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	825		Bracket Floors, Frame		
from <del>frame 170</del> <b>frame 170</b>	685		Reversed Frame		
in peaks	610		Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness	<del>1200 x 12.5</del> <b>1200 x 12.5</b>	
Frame Amidships, <del>250 90 11.5</del> <b>250 90 11.5</b>			top Angles <b>Double</b>	<b>90 90 13</b>	
Extends up to <b>Upper deck</b>			bottom <del>1200 x 12.5</del> <b>Welded</b>	<b>1 1/2 11.5</b>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<b>2 1/2 19.0</b>	
Extends up to			Margin Plate depth (excl. of flange) and thickness	<b>Flat T.T.</b>	
Depth of Framing Girder			Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<b>extends to</b>	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]			Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	<b>shell.</b>	
Second 'tween Decks, Angle, [ or ]			Gussets, spacing and scantling abaft 1/4 len. from stem	<b>Frames</b>	
Third			Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<b>through</b>	
from <del>No. 171 to 185</del> <b>No. 171 to 185</b>	<b>320 100 14.5</b>		Tank Side Brackets, height above base line at toe of Frame and thickness	<b>T.T.</b>	
in Peaks, <del>230 90 12.5</del> <b>Welded</b>	<b>230 90 12.5</b>		INNER BOTTOM PLATING, in mchy space.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<b>&amp; scallops</b>		<del>14.5</del> thickness of Middle Line Strake	<b>14.5</b>	
State if Frame Joggled	<b>No</b>		Thickness of remainder	<b>14.5</b>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<b>Yes</b>		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?	<b>Yes</b>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<b>Yes</b>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, <del>200 90 10.5</del> <b>200 90 10.5</b>		
Floors, Depth and thickness at mid-line in Holds			in way of Bridge, Angle, [ or ]	<b>Longitudinal</b>	
Height of Brackets at side above base line at toe of frame			Spacing		
Middle Line Keelson, on Floors, Angles, [ or ]			Second Deck, amidships, Angle, [ or ]		
Through Plate or Inter-costal Plate			Spacing		
Foundation Plate on Floors			Third Deck, amidships, Angle, [ or ]		
Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [ or ]		
thickness of Inter-costal Plate			Spacing		
Angles			Poop Deck, <del>200 75 9/10</del> <b>200 75 9/10</b>		
DOUBLE BOTTOM, in machinery space.			Spacing	<b>610 &amp; 825</b>	
Solid Floors, thickness and spacing	<b>11.5 Every ft.</b>		Bridge Deck, Angle, [ or ]	<b>200 75 10.5</b>	
Are Frame and Reversed Frame joggled?	<b>No</b>		Spacing	<b>990</b>	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, <del>230 90 11</del> <b>230 90 11</b>		
breadth and thickness at margin plate			Spacing	<b>685/610</b>	



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**FORGINGS AND CASTINGS.**

The Surveyors are requested not to write on or



EQUIPMENT No. 55080				LETTER g		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK. Kgs.	WEIGHT OF STOCK. Kgs.	TEST, PER CERTIFICATE. Kgs.	WEIGHT REQUIRED BY TABLE 53. Kgs.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
1296	1st Bower	4653	—	64890	—	Stockless	Domnarfvet	Makers' works
1297	2nd "	4651	—	64873	—	"	"	10.1.47
1298	3rd "	4645	—	64820	—	"	"	S. Walteson
	Collective weight	13949	—	—	13770	—	—	Makers' works
1173	Stream	1415	393	27407	1425	Stock	"	25.11.46 S. Walteson

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.
1067	M.	11 1/16	1271028	1779278	65907	60500	605	2 11/16	✓	Ljusne-Woxna	16.10.46 S. Walter son	TOWLINE	M.	6 1/2	112.3	M.	240
	615	2 11/16	✓	✓	✓	✓	✓	✓					6 1/2	3	25.7	4 1/2	2.3/4
Iron Stream Chain or Steel Wire	M.	5 1/2	84.4	✓			220	5 1/2	✓			"					
	220	5 1/2	✓	✓			220	5 1/2	✓			"					

Steering Gear, Type (Power or hand) Asea Electric (1 Motor) Alternative Means of Steering Block and Tackle

Steering Chains (Size and Test) --- Windlass Hälsingborgs Varv, SteamBoats 4 steel lifeboats (2 motor).

Ceiling in Holds, thickness and material 2 1/2" on 2" battens in dry cargo hold Cargo Battens, thickness, material and spacing None

Tank

Cargo/Hatchways.—(Upper Deck) 815 x 10 mm. coaming. Stiffened. Thickness of Hatches 12.5 mm. steel cover, stiffened.

Size of Hatchways No. 1 (Fwd.) 1700 x 700 No. 2 --- No. 3 --- No. 4 --- No. 5 --- No. 6 ---

Number of Shifting Beams and/or Fore and Afters 1720 x 720 on the Rpt

Builder's Signature AKTIEBOLAGET GÖTAVERKEN

**GENERAL 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 Motorship.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Tanker. 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 ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The material and workmanship are good. The ship is constructed to carry petroleum in bulk. The ship is also constructed to carry oil fuel in the double bottom under the machinery, in the oil fuel bunkers situated at each side of the forward end of the machinery space, in the cross bunker immediately forward of the machinery space, in the forward deep tank, and in the after peak tank. The flash point of the oil fuel is above 150°F. Lubricating oil is carried in the centre portion of the double bottom under the engine. The tanks, cofferdams, bulkheads, decks and watertight doors on deck have been tested in accordance with the Rules. The requirements of Section 20 of the Rules have been complied with where applicable. The freeboards have been verified and the marks cut in on the vessel's sides. The steering gear and windlass have been tested under working conditions on a trial trip.

**Convention Freeboard**

The amount of ~~1000~~ Fee Kr. : 450:- Fees applied for, 27/10 1947

Special Survey Fee Kr. 17270:- Received by me, --- 19---

Sunday Fee 7.9.47 Kr. : 40:-

I am of opinion the Vessel should be Classed +100A1 Carrying Petroleum in bulk.

State whether the Vessel has been built under Special Survey Yes Signature [Signature]

Certificate to be sent to Gothenburg Date of issue 2/1/48 Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 28 NOV 1947

Character assigned +100 A1 Carrying Petroleum in Bulk

10.47. Lot. Lloyds A.T.C.P.

+ L.M.C. 10.47 subject

Oil Engines. O.G.

White Lot. 2 O.B. 150 lb.

Note for S.R.L.

Machinery certificate to be endorsed re torsion



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.)

Sister vessel: M.T. "Constance", A-B. Götaverken's Yard No. 581, Gothenburg First Entry Report No. 14638.

Approved plans, now forwarded:

Midship section	Double bottom and Engine seating
Longitudinal section and plans	Web frames in engine room
Shell plan	Stringers
Rudder	Stem
Stern frame	Pump room bulkhead midships
Aft peak	Cofferdam bulkheads (2 plans)
Fore peak	

As fitted plans, now forwarded:

Midship section  
Longitudinal section and plans

Various forging and casting reports are also being forwarded.

Particulars of Swedish tonnages:

Gross	-	11182.79	✓
Under deck	-	10203.90	✓
Net	-	8254.86	✓

PARTICULARS OF ELECTRIC WELDING (if employed) Butts and seams of shell/upper deck plating, butts of poop and fore-castle deck plating, bottom and side frames in tank and all bulkheads, stringers, webs and girders in tanks, floors to girders under machinery and girders to shell, bulkheads at ends of vessel and other details electrically welded.

Electrodes: OK 50 P and OK 52 P.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Carrying Petroleum in bulk, Electrically welded, Longitudinal framing at bottom and deck, Machinery aft, Cruiser stern, Wireless, Direction finding apparatus, Echo sounding device.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	Shank:	Head:
	1st Bower 1289 SW 709 14.5.46	3077 SW 1141 1.11.46
	2nd „ 1297 SW 710 14.5.46	3067 SW 1139 1.11.46
	3rd „ 1296 SW 712 14.5.46	3062 SW 1140 1.11.46
	Stream: 1306 SW 1026 21.9.46	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101.5 ft., R.Q.D. — ft., Bridge 37.9 ft., Forecastle 64.5 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 8882 ✓ Signal Letters S M K T ✓ Extreme Breadth over Belting — Overall Length 540.25 feet (Circ. 1763)  
No. and Material of Decks 1 Deck (Steel). ✓  
Parts of Bottom of Vessel coated with cement ~~on fore and aft peaks~~ Fore and Aft Peaks. ✓

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	26.5	114
Double bottom, under Engines and Boilers,			After peak tank,	28.2	598
Double bottom, <del>under</del> Engines <del>under</del> (O.F.) Frs 29/5	43.3 ✓	192.0 ✓	Deep tank, aft, Wing tanks aft in S.B.	16.0	495
Double bottom, <del>under</del> Engines <del>under</del> (F.W.) Frs 14/28	37.12	82.0 ✓	Deep tank, forward,	27.0	507
Double bottom, forward,	2.6	274.0	Other tanks, if fitted Cross bk fore and S.B.	8.8	271
Total length (if continuous) and Capacity	83.1	41.6 M <sup>3</sup>	(If necessary furnish further information)		
Lubricating oil tanks under Engines					

Order for Special Survey No. 404

Date 31.5.1946.

Dates of Surveys held while building

1946: September 23, 26, 29, October 8, 10, 15, November 1, 3, 6, 10, 13, 20, December 3, 6, 10, 13, 20, 23, 26, 29, 31.  
1947: January 2, 17, 29, February 13, 20, 28, March 5, 10, 17, 24, 31, April 7, 14, 21, 28, May 5, 12, 19, 26, June 2, 9, 16, 23, 30, July 7, 14, 21, 28, August 4, 11, 18, 25, September 1, 8, 15, 22, 29, October 6, 13, 20, 27, November 3, 10, 17, 24, December 1, 8, 15, 22, 29.

Lloyd's Register Foundation



FRAMING. in bottom.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN BRACKETS TO BULKHEADS.			
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.	
aming of L, L or C	10.46x.	39-8.23x.	575				255x11 - 210x14								Welded as	per approved plan.		
<del>DESIGN OF TRANSVERSE FRAMES</del>	<del>Spaced 760/700</del>																	
<del>DESIGN OF TRANSVERSE FRAMES</del>	<del>Spaced 760/700</del>																	
<del>DESIGN OF TRANSVERSE FRAMES</del>	<del>Spaced 760/700</del>																	
DE STRINGERS.	XXXXX																	
	XXXXX																	
per	XXXXX	900x10 mm. & 150 mm. flange.																
	XXXXX																	
idle	XXXXX	1120x13 mm. & 150 mm. flange.																
	XXXXX																	
bottom	XXXXX	900x13 mm. & 150 mm. flange.																
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rses.	Bottom.						Upper deck.					Long. bhd.						
h and Thickness	900 x 12 & ✓						700 x 10 & ✓					1740 x 11 & ✓						
Angles	90 mm. fl. side						90 mm. fl. side					315 x 20 mm. face						
to Shell*	tank. ✓						tank. ✓					plates. ✓						
h and Thickness	1150 x 12 & ✓						700 x 11 & ✓											
Angles	110 mm. flange. ✓						150 mm. flange ✓											
to Shell*	centre tank. ✓						centre tank. ✓											
h and Thickness	1150 x 12 & ✓						750 x 10 & ✓											
Angles	100 mm. fl. side						90 mm. fl. side ✓											
to Shell*	tank ✓						tank. ✓											
L.	1150 x 12 & ✓						750 x 11 & ✓											
centre tanks.	140 mm. fl. centre						150 mm. fl. centre											
Brackets	tank. ✓						tank. ✓											
ing of Transverse Frames																		
* State if joggled or liners.																		
Longitudinal	Bridge Deck																	
Beams of	Upper	200	90	105														
L	Second																	
	Third																	

Cert

Con

Character assigned +100 HI Copying Beholden in Bulk

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