





## PILLARS AND DECKS.

EQUIPMENT No. 6560

LETTER "G"

ANCHORS.

PILLARS, No. of Rows	Two rows, dimensions	Stringer Plate, breadth and thickness in way of Bridge
" in 'tween Decks, Size and Spacing	and spacing as per approved plan	Thickness of Plating abreast Deck openings in way of Wells
" " " " " "		Thickness of Plating abreast Deck openings in way of Bridge
" in Holds		Thickness of Plating within line of openings
" " " " " "		If Sheathed, material and thickness
Centre Line Bulkhead. Stiffeners and Spacing		Third Deck. Stringer Plate, breadth and thickness
Plating, thickness of		If Plated, state thickness
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	1700 9,5	Fourth Deck. Stringer Plate, breadth and thickness
" " " " " in way of Bridge		If Plated, state thickness
" Angle in Wells	welded	Poop Deck. Stringer Plate, breadth and thickness
Thickness of Plating abreast Deck openings in way of Wells		Plating, Sheathing, material and thickness
Thickness of Plating abreast Deck openings in way of Bridge		Bridge Deck. Stringer Plate, breadth and thickness
Thickness of Plating within line of openings	7	Plating, Sheathing, material and thickness
If Sheathed, material and thickness		Forecastle Deck. Stringer Plate, breadth and thickness
Second Deck. Stringer Plate, breadth and thickness in Wells		Plating, Sheathing, material and thickness

Anchor	Weight, Ex. Stock	Weight of Stock	Test, Per Certificate	Weight Required by Table 53	Description of Anchor	Makers	Where and when tested, and Superintendent
1st Bower	10 1 1	Stockless	12 6 2	8:1:0	Halls type	I. Preston	LPH-CH 25.9.50 Phillips
2nd "	9 3 0	"	11 15 2	8:1:0	"	"	LPH-CH 25.9.50 "
3rd "	9 2 7	"	11 13 1	7:0:0	"	"	LPH-CH 25.9.50 "
Collective weight	29 2 21			23:2:0	Ordinary Pattern	I. Preston	LPH-CH 25.9.50 Phillips
Stream	3 2 10	3	18 6 0	3:2:0	sl. welded.		

## CHAIN CABLES.

## HAWERS AND WARPS.

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.	Length. Diam.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Tons. Fathoms	Length. Cir.
304 1 16	208 25	5163 4810	300 1 16	Mild Steel cable	Järnberger Orsa	Makers' Works 8.11.50. S.W.	TOWLINE	75 7 1/2	Hemp 75 7 1/2	75 7 1/2
								90 2 1/2	18,5	-
								90 2	12,2	90 2

ring Gear, Type (Power or hand) Helsingborgs Varv Type HS 1 Alternative Means of Steering Blocks and spare wheel  
 ring Chains (Size and Test) 3/4" 6:3:0:0 Windlass Lidan, Type H3 4,96x1,8x0,73 = 3,90=13 men.  
 ing in Holds, thickness and material Wood 3" on 3/4" battens Cargo Battens, thickness, material and spacing 2" wood 9"  
 go Hatchways. (Upper Deck) Steel coamings: height 910 mm. Thickness of Hatches 60 mm. wood.  
 e of Hatchways No. 1 (Fwd.) 10030x4400 mm. No. 2 10440x4400 mm. No. 3 No. 4 No. 5 No. 6  
 mber of Shifting Beams 7 in each.  
 and/or Fore and Afters

Builder's Signature

GRISSEHAMNS VARV  
I. Jansson & Co.

## SHELL PLATING. mm.

## SCANTLINGS.

## RIVETING.

STRAKES.	AS IN VESSEL.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.	BUTTS.
	AMIDSHIPS. FORWARD. AFT.		State if forged?	
	Breadth. Thickness. Breadth. Thickness. Breadth. Thickness.		SINGLE OR DOVELE. RIVETS.	No. OF ROWS OF RIVETS. RIVETS.
	Inches. Inches. Inches. Inches. Inches. Inches.		mm. mm. mm. mm.	mm. mm. mm. mm.
Flat Plate Keel	Iron keel bar remaining from the old ship			
" Dblg. (if any)				
Bottom Plating, No. of Strakes	10 11,5 12			All butts in the new plating
Bilge Plating, No. of Strakes	9 8,5 9			electrically welded.
Side Plating, No. of Strakes	9 8 8,5			Butts between new and old
Upper Deck, Sheer-strake in Well	735 10 8 8			plating and in old plating
Upper Deck, Sheer-strake in Bridge				strapped breadth 230 mm.
Strake below Sheer-strake in Well	820 9 8 8			4 Rows of Rivets, dia. 16 mm.
Strake below Sheer-strake in Bridge				
Poop Side Plating		7,5/6,5		
Bridge Side Plating				
Forecastle Side Plating		7,5		

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 No. 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 under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the Report and as shown and amended on the approved plans which are forwarded herewith. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to the Rule requirements. The plans of Midship Section, Shell expansion and Longitudinal Section, Decks, showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. The materials and workmanship are good. Tanks, decks, bulkheads have been tested in accordance with the Rules. The ship is constructed to carry oil as fuel in No. 2 DB tank and ballast and fresh water in DB tank No. 1 and in peak and stern tanks. Flash point of fuel oil is above 150°F and the Requirements of Section 20 of the Rules 1947-48 have been complied with. Steering arrangements and the windlass have been tested satisfactorily under working conditions. The freeboards have been verified and the marks cut in on the vessel's sides. Vessel's last undocking date 9th October, 1951.

## WATERTIGHT BULKHEADS.

## FORGINGS AND CASTINGS.

Total No. of W.T. BULKHEADS in Vessel	3	KEEL, Bar of iron from the old ship	140x40
Extending to Upper Deck (Sec. 3 c)	3	STEM	foraged 140x40 Motala
" Deck next below	-	STERN FRAME	Propeller Post foraged as per plan
As per Rule	3	RUDDER	Type Streamline balance
		" A x D x 100	182 mm x m.
		" Diam. of head	145mm. Motala
		" Mainpiece at top pintle	welded construction
		" heel	
		" how constructed	as per plan
		" double or single plate coupling, vertical or horizontal	double 10 mm.
			horizontal
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	Degerfors Järnverk.		
Open Hearth Process.			
Has the Steel been tested as required by the Rules?	Yes.		

Freeb. The amount of Fee Kr. 200:- Fees applied for, 30/- 1952  
 Special Survey Fee Kr. 1:975:- Received by me, I am of opinion the Vessel should be Classed 100A1  
 Travelling Expenses, if any Kr. 1:355:45 19  
 State whether the Vessel has been built under Special Survey Yes Signature H. Allanson  
 Certificate to be sent to Skm Date of issue 13/3/52.  
 Committee's Minute TUES. 26 FEB 1952  
 Character assigned 100 A1  
10,51 Grisseham Rebuilt 10,51 except frames and  
Keel (iron) built 1875

+ LMC 10,51

+ NE made 49 fitted 51



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 copy of the Plans should be embodied.)

Approved plans now forwarded:— Shellexpansion and Longitudinal Section, Decks, Midship Section, Bulkheads, Foreship, After Peak, Stern frame reinforcement, Details of Construction, Main Double bottom and floors, Engine Seating, Stern frame and Rudder.

As built plans now forwarded:— Shellexpansion and Longitudinal Section, Decks, Midship Section.

Swedish tonnage.

Under deck 338

Gross 484

Net 345

PARTICULARS OF ELECTRIC WELDING (if employed) Deck plating, butts in shell where new, double bottom, engine seatings, cargo hatchways, deckhouse and casing.

Electrodes used:— ESAB OK 50.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book  
Cruiser stern, part el. welded, Direct finder, Wireless.

RADAR Equipment (State if fitted)

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 6:1:4 AEG 3668	23.2.50	15'	Shank forged.
2nd "	" 5:3:5 AEG 4004	8.6.50	15'	" "
3rd "	" 5:3:2 AEG 3991	1.6.50	15'	" "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 37.1 ft., R.Q.D. — ft., Bridge — ft., Forecastle 26.6 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. — Signal Letters — Extreme Breadth over Belting (Circ. 1611) — Over-all Length 165.0 (Circ. 1703)

No. and Material of Decks One deck, steel  
Parts of Bottom of Vessel coated with cement or approved composition Bottom coated with cement throughout except No. 2 double bottom tank (fuel oil).

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.)

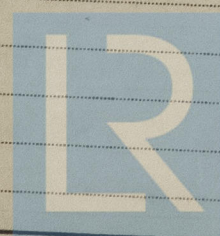
Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		29.0
Double bottom, if under Engines only,			Deep tank, aft,		30.2
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	43.0	43.7	Other tanks, if fitted, Stern tank		4.7
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. —

Date —

Dates of Surveys held while building

28th March, 1947 — 13th October, 1951.



© 2021

Lloyd's Register Foundation

Total No. of Visits 31.