

Rpt. DISCLOSED
SECTION
No. 822 B

N/N "LAGOS" SUPERIOR STEEL STEAMER OR MOTORSHIP

DISCLOSED
SECTION
No. 822 B
No. 18730

07 JAN 1952

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 14th January 1952

Port of Gothenburg

No. 18730

Survey held at Gothenburg

Date First Survey 13th December 1950

Last Survey 20th December

19 51.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Motor Tanker "S H E T L A N D"

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

State Type of Erections Poop, Bridge and Forecastle

TONNAGE under Tonnage Deck ... 9283.97

CLASS +100A1

State if with freeboard as condition of Class No

Built at Gothenburg

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 516' - 0"

Launched 10th October 1951 Yard No. 1017

Net Tonnage 10649.41

Breadth (greatest moulded) B 64' - 0"

Builders AB Lindholmens Varv

Gross Tonnage 10649.41

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38' - 6"

Owners A/S Det Dansk-Franske Dampskibsselskab

Registered Tonnage 6235.89

1st Longitudinal Number (L x D) = 19350

Managers E. Hahn-Petersen
(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

FEET

Length 507.9

Breadth 62.4

Depth 35.4

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.40

Do. Long Bridge to top of keel --

Draught Moulded 29' - 10 1/8"

Residence --

Port of Registry Copenhagen

If surveyed while building, afloat, or in dry dock

Building, afloat and on floating dock
Vessel docked 28/11-3/12 1951.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	MM & INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	MM & INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	Long. framing See Rpt. 1 st		Bracket Floors, Frame	--
" " forward of forward cofferd.	675		" " Reversed Frame.....	--
" " in peaks	610		" " Vertical Struts	--
SIDE FRAMING.			After part 2100 x 12.5	
Frame Amidships, Angle, [or]			Centre Girder, depth and thickness amidships 1450 x 12.5	
" " Extends up to.....			" " top angle Weld.....	5
Reversed Frame Amidships, Angle			" " bottom angle.....	5
" " Extends up to			Side Girders, No. each side and thickness.....	2 20.0 15.0
Depth of Framing Girder.....	Longitudinal		Margin Plate depth (excl. of flange) and thickness	Tank top
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	framing. See Rpt. 1 st att.		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	to shell
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	--
" " Third " " " "			" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	--
" " from 1/2 len. for'd. to 15% len. from Stem	A.P. 230 90 11		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	--
" " in Peaks, angle.....	F.P. 9" 3 1/2" 38"		Tank Side Brackets, height above base line at toe of Frame and thickness	--
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	--		INNER BOTTOM PLATING, in Engine Space	
State if Frame Joggled.....	No		Breadth and thickness of Middle Line Strake....	14.5
Are the scantlings and arrangements in the Panting Area in accordance with the Rules	Yes		Thickness of remainder in Hold.....	14.5
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules	Yes		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?.....	Yes
SINGLE BOTTOM.			BEAMS.	
Floors, Depth and thickness at mid-line in Holds.....			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	Longitudinal
Height of Brackets at side above base line at toe of frame.....			" " in way of Bridge, Angle, [or]	framing. See Rpt. 1 st att.
Middle Line Keelson, on Floors, Angles, [or]			Spacing	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or]	--
" " Foundation Plate on Floors			Spacing	--
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]	--
Side Keelsons, No. each side.....			Spacing.....	--
" " thickness of Intercoastal Plate.....			Fourth Deck, amidships, Angle, [or]	--
" " Angles			Spacing.....	--
DOUBLE BOTTOM, in Engine Space			Poop Deck, Angle, [or]	
Solid Floors, thickness and spacing	11.5 Ev. frame		Spacing.....	
" " Are Frame and Reversed Frame joggled?	No		Bridge Deck, Angle, [or]	Longitudinal
Bracket Floors, breadth and thickness at middle line	None fitted		Spacing.....	framing. See Rpt. 1 st att.
" " breadth and thickness at margin plate.....	--		Forecastle Deck, Angle, [or]	
			Spacing.....	

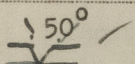
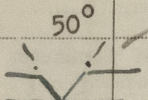
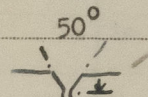
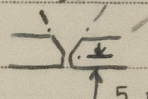
DISCLOSED
SECTION

No. 822 B

PILLARS AND DECKS.

PILLARS, No. of Rows	MM.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
	IN SHIP.	IN SHIP.			
Stringer Plate, breadth and thickness in way of Bridge	---	---		---	
Thickness of Plating abreast Deck openings in way of Wells	---	---		---	
Thickness of Plating abreast Deck openings in way of Bridge	---	---		---	
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	---	---		9.0	
Plating, Sheathing, material and thickness	---	---		9.0 & 7.5 + 2" wood or 25 cork + 12 litosilo	
Bridge Deck.					
Stringer Plate, breadth and thickness	---	---		9.0 10.0	
Plating, Sheathing, material and thickness	---	---		8.5 and 28 corkolite, 12 fibre	
Forecastle Deck.					
Stringer Plate, breadth and thickness	---	---		10.0	
Plating, Sheathing, material and thickness	---	---		9.0	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED LAPPE
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	XXXXXX MM.	XXXXXX MM.	XXXXXX MM.	XXXXXX MM.			Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	2000	27	21.5	21.5									
„ Dblg. (if any)	-	-	-	-									
Bottom Plating, No. of Strakes 3.....	-	19.0	22.5	14.5.0									
Bilge Plating, No. of Strakes 1.....	-	19.0	25.0	14.0									
Side Plating, No. of Strakes 3.....	-	17.0	25.0	14.0 13.0 12.5									
Upper Deck, Sheer- strake in Wells.....	2000	28.0	12.5	12.5									
Upper Deck, Sheer- strake in Bridge ...	-	-	-	-									
Strake below Sheer- strake in Wells.....	-	17.0	13.0	12.5									
Strake below Sheer- strake in Bridge ...	-	-	-	-									
Poop Side Plating.....	-	-	-	10.5									
Bridge Side Plating.....	-	11.5	-	-									
Forecastle Side Plating	-	-	11.5	-									

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 11 for record

Extending to Upper Deck (Sec. 3 c) 12, 4 additional bhd's. in cts.tks

Deck next below ---

As per Rule 8

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dep. from App. Plans to be Noted.
KEEL, Bar	Flat plate keel			
STEM	Upper part Rolled plates			
	Lower part Round bar 165 mm			
STERN FRAME	Propeller Post	Cast & welded as per appr. plan		
	Rudder			
Speed of Vessel	15 knots			
RUDDER—Type	Balanced streamline			
" A x D x 100	1605			
" Diam. of head	327 mm			
" Mainpiece at top pintle	As per appd. plan			
" " heel				
" how constructed	Welded			
" double x x x x plate	14.5 mm.			
" coupling, vertical or horizontal	Horizontal			

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.	
		Scantlings.		Spacing.		Scantlings.	
MIDSHIP BULKH'D, Upper Deck	13.5, 12.5	548					
" " " "	12.0, 11.5						
" " " "	11.0, 10.5	1297					
" " " "	9.5, 9.0						
" " " "	9.0						
" " " "	7" x 4" x 38" I						
" " " "	200 x 90 x 9 I						
COLLISION " (in Hold) No. 92	12.0-6.5	and as appd.	610	1 deck			
AFTER PEAK " No. 9	13.5-7.5	and as appd.	750	1 stringer 1 deck			

STEEL.

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

Worth Steel Company, Hüttenwerk Huckingen, Appleby-Frodingham Steel Company, Dorman Long & Co., Hüttenwerk Bethlehem Pacific Coast Steel Corporation, Skinningrove Iron Co., Avesta Jernverk, Det Danske Staalvalse, IIsede-Beine, Hüttenwerk Hoerde, Mannesmann-Röhrenwerke, Carnegie-Illinois Steel Corporation, Domnarvige Jernverk, Steel Company of Scotland, John Cockerill, Hüttenwerk Oberhausen.

Has the Steel been tested as required by the Rules? Yes.

M/T "SHETLAND", of Copenhagen.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	Welds of Longitudinal Frames.		Welds on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
	In Ship.			In Ship.				Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.							
F = At fr.No.92 A = At fr.No.30													
Superstructures om Uppermost Continuous	180	75	9.5	F 6"	3"	9.5							
(26) No. 1	7"	4"	.44"	F 7"	4"	.44"							
(25) " 2	7"	4"	.44"	F 7"	4"	.44"							
(24) " 3	7"	4"	.44"	F 7"	4"	.44"				4.5			
(23) " 4	9"	3 1/2"	.38"	F 7"	4"	.44"							
(22) " 5	250	90	11	F 7"	4"	.44"							
(21) " 6	260 x 12			F Deep tank top	A 260 x 12								
(20) " 7	260 x 12			F 9"	3 1/2"	.38"							
Plans (19) " 8	275	100	12	F 9"	3 1/2"	.38"			4.5	5			
(18) " 9	280 x 13			F 250 90	11								
(17) " 10	280 x 13			F 260 x 12									
(16) " 11	280 x 13			F Transverse frame	A 280 x 13					5.5			
(15-14) " 12-13	300 x 14			F Q.T. Bulkhead	A 300 x 14								
(13) " 14	265x10+4"x6"x.44"			F Transverse frame	A 300 x 14								
(12) " 15	335x10+4"x6"x.44"			F Transversal framing	A 300 x 14				5	5			
(11-8) " 16-19	400x10.5+4"x6"x.44"												
(6-1) " 21-26	400x10.5+4"x6"x.44"												
ing of longitudinal frames	Amidships	750-800											
	At Ends	750-800											
Tank Top Longitudinals													
Bottom													
Longitudinals	Amidships												
	At ends...												
Transverses.													
Depth and Thickness	400 x 10.0			F 500 x 10	A 400 x 10								
Face Angles	150 fl.			F 75 fl.	A 150 fl.								
Weld to Shell*	4			F 950 x 11	A 900 x 11								
Depth and Thickness	900 x 11.0			F 150 fl.	A 150 fl.								
Face Angles	150 fl.			F 150 fl.	A 150 fl.								
Lugs to Shell*	6 - 4.5			F 6 - 4.5	A 6 - 4.5								
Depth and Thickness	15 x 12.0			F 15 x 12.0	A 15 x 12.0								
Face Angles	150 fl.			F 150 fl.	A 150 fl.								
Lugs to Shell*	6-5			F 6-5	A 6-5								
Back Bars													
Brackets	As pr appd.plan			As pr appd.plan									
ing of Transverse Frames...	3320			F 3375	A 3400								
State if joggled or liners.													
Bridge Deck	5"	3"	.38"	F									
Ecfe	5"	3"	.38"	F									
Pop	130	90	9	F									
Main	7"	4"	.44"	F									

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.

Lloyd's Register
Foundation

CERTIFICATES WRITTEN

+ LMC 12.51 Oil Eng.

EQUIPMENT No. 54588

LETTER f +

ANCHORS.

No. of Anchors.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
				Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
11	1st Bower	Hingley's Challenge	H. Hingley	87	3	21	62	5	0	0	62	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHAIN CABLES.

HAWSERS AND WARPS.

No. of Cable.	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.	Stations.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
05	552.7	2.8	-	-	58969 kgs			300	2.8	Stud Link	Ramnäs Bruk	Makers' works 6.6.51 W.L.	6x24 TOWLINE	240	5.2	84.4	130	5.2
													6x24 HAWSERS & WARPS	4x185	3.2	35.2	4x100	2.7
24	220	5						120	5									

Electric, Thomas B. Thrige; Rudder Quadrant
ing Gear, Type (Power or hand) Gusstahlwerk Gelsenkirchen LLOYD'S No. 25 Alternative Means of Steering Double motors
ing Chains (Size and Test) --- Windlass Steam, Helsingborgs Varv Boats 4 à 7.00 x 2.30 x 0.92 M.
(2 with motors)

g in Holds, thickness and material --- Cargo Battens, thickness, material and spacing ---

Hatchways. (Upper Deck) Oiltight hatches, Coamings 800 mm. Thickness of Hatches ---

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

ber of Shifting Beams }
for Fore and Afters }

Builder's Signature

AKTIEBOLAGET LINDHOLMENS VARV
Gösta Olsson

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 Yes (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).

The ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's
ters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the
proved plans now forwarded. All modifications or additions to the original approved arrangements made during the
struction have been indicated on the plans and have been approved as being in accordance with, or by standards
ivalent to, the Rule requirements. The plans of Midship section and Profile and Decks showing the ship as built,
forwarded herewith, have been checked with the approved arrangements and found in order. The materials and work-
ship are good. The vessel is constructed to carry petroleum in bulk and oil fuel in the double bottom tanks under
machinery, in the oil fuel bunkers situated at the forward end of the machinery space, in tanks forward of the
ter peak and in the forward deep tanks. The flash point of the oil fuel is above 150°F. Lubricating oil is carried
the engine room double bottom frames Nos. 22 - 29. The ship is strengthened for navigation in ice and the require-
nts of Section 40 of the Rules 1947-48 have been complied with. The tanks, cofferdams, bulkheads and deck have been
sted in accordance with the requirements of the Rules. The requirements of Section 20 of the Rules have been

P.T.O.

Convention freeboard
amount of Fee.....Kf :720:-
Special Survey Fee.....Kf 25740:-
Travelling Expenses, if anyKf :18:-
Late Fee 120:-

Fees applied for,

14/1 19.52

Received by me,

19 -

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

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

Carrying Petroleum in bulk
Strengthened for navigation in ice

Signature

Surveyor to Lloyd's Register of Shipping.

ificate to be sent to Gothenburg

Date of issue

TUES. 19 FEB 1952

mmittee's Minute

aracter assigned

+100A1 Carrying Petroleum in bulk

"Strengthened for navigation in ice"

+LMC 12.51 Oil Eng.

C.L.

2 DB 170 lb.

Note for S.R.L.

011864-01876-0033 3/3

CLASSIFICATION
CERTIFICATES WRITTEN

Lloyd's Register
Foundation

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.)

complied with. The freeboards have been marked and out on the vessel's sides. Windlass and steering arrangements have been tested under working conditions.

Sister vessels: M/T "Slidrecht", AB Lindholmens Varv's Yard No. 1013, Gothenburg First Entry Report No. 17919,
M/T "Nerma Dan", -"- -"- -"- -"- 1015, -"- -"- -"- -"- 18268,
M/T "Christiansborg", -"- -"- -"- -"- 1016, -"- -"- -"- -"- 18580.

As fitted plans: forwarded under separate cover:

Midship section Longitudinal section and plans Shell expansion

Approved plans: forwarded with the report on the sister vessel "Slidrecht":

Midship section	After peak	Longitudinal frames (4 plans)	Deckhouse amidships
Longitudinal section and plans	Sternframe	Pump room	Deckhouse aft
Shell expansion	Rudder	Ventilators in pump room	Longitudinal frames
Hatch in shell	Forepeak	Main deck (2 plans)	Gangway
Longitudinal bulkheads	Tanktop & floor in E.R.	Deep tank (2 plans)	Masts & derricks
Transverse bulkheads	Engine room, aft part	Stem	Arr. of 15 tons
Centre line webs	Engine room, forw. part	Oil hatch	Strongbeam
Transverse webs	Engine casing under poopdeck	Hatch coaming in fore dk.	

Approved plans, forwarded with the First Entry Report of the sister vessel "CHRISTIANSBORG"

Midship section	Centre line webs	Engine room (II)	Fore peak
Shell plating	Longitudinal bulkheads	Pump room	Deep tank
Transverse bulkheads	Bottom frames (II)	Side frames (II)	After peak
Stem	Transverse webs	Tanktop etc. in E.R.	Upper deck (II)
		Str. for nav in ice	Poop deck

Certificates also forwarded.

PARTICULARS OF ELECTRIC WELDING (if employed) Electrically welded

Electrodes used: OK 48 P, OK 50 P, OK 52 P, OK Rapid, OK 49 P, Fusarc Seamarc.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Carrying Petroleum in bulk, Cruiser stern, Machinery aft, Oil engines, Longitudinal framing, Electrically welded, Wireless, Direction finder, Echo sounding device, Gyro, Radar, Strengthened for nav. in ice.

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. Model 1402, Serial

State Name of Maker Marineers Raytheon Pathfinder

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

1st Bower 56:1:2 L.R. 2035 A.E.G. 9.1.51
2nd „ 56:1:13 L.R. 1703 D.P. 18.7.50
3rd „ 56:1:12 L.R. 1984 A.E.G. 12.12.50

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 108 ft., R.Q.D. --- ft., Bridge 31 ft., Forecastle 65

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

Official No. --- Signal Letters O Y F N Extreme Breadth over Belting --- Over-all Length 550' - 10 (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 deck (steel)

Parts of Bottom of Vessel coated with cement or approved composition After peak and Fore peak tanks, Counter tanks

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.	Salt Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, XXX (Lubricating oil, 22-29)	19.5	41.1 M ³	Fore peak tank,	---	13
Double bottom, under Engines and Boilers F.W. 30-33	8.3	29.9 M ³	After peak tank, F.W.	---	14
Double bottom, if under Engines only,	---	---	XXX tanksaft, Fr. 30-46	44.6	70
Double bottom, if under Boilers only,	---	---	Deep tanks forward, Fr. 78-92	31.0	50
Double bottom, forward,	---	---	Other tanks, if fitted, Counter tanks (3) F.W.	---	16
Total length (if continuous) and Capacity	100	218.8 tons	(If necessary furnish further information by sketch.)	---	---
			Boiler oil tanks Frames 9-14	---	19

Order for Special Survey No. ---

Date

Dates of Surveys held while building

1950: Dec. 13,
1951: January 2, 30, 31, February 7, 14, 21, 23, March 7, 14, 22, 16, 17, 20, 21, May 2, 5, 8, 9, 15, 16, 18, 22, 23, 29, June 14, 15, 16, 19, 20, 30, July August 17, 18, 19, 27, 24, 28, September 7, 17, 11, 14, 20, 18, 19, 21, 25, October 2, 5, 6, 10, 27, 31, Nov. 7, 16, 20, 21, 24, 27, 29, 30, December 4, 7, 8, 11, 12, 18, 20, 21

Total No. of Visits