

-6 MAY 1966

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's name ~~SSMS~~ "ALTEFAHR". Port Groningen

Processing number: LR 660160 Has a Cert. B. been issued? yes Rpt. No. 4017 a

Date of completing report 26-4-66 Place of survey, if different from above Martenshoek.

Type of ship (i.e. dry cargo, oil tanker, tug, etc.) dry cargo.

No. of screws one Have rpts. been sent on: *Freeboard? only C11 Machinery? Yes

Ship built by Scheepswerf Hoogezand N.V., Yard No. 128 Yr. Mo. When 1966-2

Survey of fabrication commenced 21-6-65 Survey on building berth commenced 13-8-65 Date of launch 18-11-65

Date of last survey in DD - Last visit 23-2-66 No. of visits 27

Fee numeral 6640 Fee Fl. 2300.-- Expenses Fl. 193.--

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? yes

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? yes

Have modifications and/or additions (if any) to the original approved arrangements made during construction been indicated on the approved plans now forwarded? yes

Have such modifications and/or additions been approved locally as being in accordance with or equivalent to Rule requirements? yes

If separate "as built" plans are forwarded, have they been checked with the approved arrangements and found in order? yes

Are the materials and workmanship satisfactory? yes

Have the freeboards been correctly marked? yes

Length (D 201 of Rules)† 141' - 2" Owners Deutsche Seereederei

Breadth (D 202 of Rules) 30' - 1" Owners' address Rostock

Depth (D 203 of Rules) 11' - 4 1/4" Deutsche Demokratische Republik

Draught (summer moulded) (D 204 of Rules) 11' - 1 1/4" Managers -

If shelter deck ship Draught (Summer moulded) In open condition - Managers' address -

In closed condition -

Official number - Tonnage Gross - Net

Signal letters DDWJ 299.43 170.92

Port of Registry Rostock

This ship is eligible, in my opinion, to be classed *100A1 "Ice Class 2".

Date of Committee

Minute

FRIDAY 27 MAY 1966

+ 100 A1

LMC ES TS(OG) } 2.66

M.J. de Bilt.
Surveyor to Lloyd's Register of Shipping

F.E. FROM A/CS	9 5 66
F.E. FROM ADMIN.	9 5 66
PLANS REC'D	9 5 66
CERTS REC'D	
TO REPTS. DEPT.	10 5 66
SPL. FOR	
SRL	
POSTING	ADP 25
HEADING	
CERT.	
STATS.	
TRO	

CLASSN. CERT. SENT TO ON
Ret. 15 JUN 1966

STEEL

Manufacturers of { Plates N.V.Kon.Ned.Hoogovens & Staalfabrieken N.V.
Sections Dortmund-Hölder Hütten Union A.G.

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? yes

Process of manufacture (e.g. open hearth, electric furnace etc.) open hearth/basic oxygen.

When steel other than Grade A mild steel is used, state grade and where fitted
(Advice notes to be forwarded separately with plan showing disposition of plates)

ELECTRIC WELDING

Is the ship's main structure electrically welded? yes

Parts examined by radiography shell- & deckplating.

Were the electrodes used of approved type? yes

FORGINGS, CASTINGS AND FABRICATED PARTS

Item	Forging, casting or fabricated	Maker's name and, if fabricated, manufacturer of any forging or casting used in its construction
Stein bar	fabricated	Yard.
Shaft brackets	-	
Sternframe	fabricated	Messrs. Benes, Hoogezand, Kon.Ned. Hoogovens.
Rudder	fabricated	Messrs. Benes, Hoogezand, Kon.Ned. Hoogovens.
Rudder mainpiece or post	fabricated	Messrs. Benes, Hoogezand, Kon.Ned. Hoogovens.
Rudder head	forging + e.w.	Messrs. Benes, Hoogezand, Gustahlwerk Witten.
Quadrant	-	
Tiller	cast steel	Atlas Werke Bremen. (cert. att. ^d to Mach.Rpt)

GENERAL PARTICULARS

Steering gear (type & maker) hand hydraulic; Atlas Werke, Bremen.

Auxiliary steering gear handpump in steeringgear space.

Steering chains (size & test) -

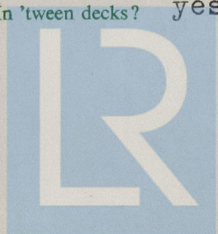
Windlass (type & maker) hydraulic, Atlas Werke Bremen-Bodewes Liefenfabriek, Hoogezand

Ceiling in holds (material & thickness) fir 2 $\frac{1}{2}$ "

Are cargo battens fitted in holds? yes

Parts of structure of material other than steel none.

In 'tween decks? yes



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Ship's name **m.s. "ALTEFAHR".**Port &
Report No.**Groningen.
4017 a****GENERAL PARTICULARS** (continued)Parts of bottom plating in
single bottom ships and in
bottom tanks below boilers
on which cement or an
approved composition is
laid

-

Particulars of composition
if used instead of cement

-

If corrosion control fitted
in tanks, state system,
extent, makers' name,
trade name & material
of anodes &/or coating
& mean thickness
of coating

-

Has a reduction in scant-
lings been approved for
the class notation "cc"
and is this associated with a
particular cargo or defined
ballasting?

-

Do the plans show the full
Rule scantlings and those
items where reduced scantlings
have been approved?

-

If external cathodic protec-
tion fitted, state type**10 BERA zincslabs each side on sideplating**If external anti-fouling
system fitted, state type

-

Insulated cargo spaces

none

R.B. PARTICULARS (feet & inches)Navigational
aids fitted

DF? yes

ESD? yes

GC? yes

PFD? no.

RDR? yes

RT? yes

Is ship of OSD, CSD or
OSD/CSD type?

open

State type when leaving
builders

open

Is machinery fitted aft?

yes

Length overall

157' - 9"

Breadth extreme

30' - 2"

No. and material of decks

one steel

Is longitudinal framing
fitted? (state where)

yes (in D.B.).

Length of

Poop
Raised
quarter deck

combined 79' - 6"

Bridge

Forecastle

23' - 5"

Trunk

-

Raised deck

-



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Rise of floor 5"
Is bar keel fitted? no. Is duct keel fitted? no.
Bulkheads extending to uppermost continuous deck on frame Nos. 5/6; 18 ; 71. Total 3

Bulkheads extending to deck below uppermost continuous deck on frame Nos. - Total -

PARTICULARS OF TANKS (See Register Book for definition)

Is capacity plan forwarded? yes

If not, the following particulars of tanks to be supplied; capacity of those used for salt or fresh water ballast (35/36 c.f. per ton). (Tanks used exclusively for oil fuel or fresh water to be marked accordingly).

Double bottom tanks : No. 1. 62 tons.	Fore peak tank 33 tons	Deck tanks -
No. 2. 63 tons	After peak tank 9 tons	Side tanks -
No. 3. O.F. only.	Midship deep tank aft -	1/2-height deep tank -
No. 4. 35 tons	„ fwd -	Centre tanks -
No. 5. O.F. only.	Deep tank aft -	Bottom tanks -
No. -	„ fwd -	Combined bottom and wing tanks -
No. -	Topside tanks -	Tween deck tanks -
No. -	Tunnel side tanks -	Other tanks -
No. -	Under deck tanks F.W. only.	

If ship is an oil tanker state the numbers of main cargo tanks (if any) used exclusively for water ballast, with capacities

Is ship (if not a motorship) fitted for burning oil as fuel?

If strengthened for navigation in ice, state class 1, 2 or 3

Is ship (if not an oil tanker) fitted for carrying oil as cargo?

If so, state where, together with flash point where required to be inserted in the notation

Particulars of any special loading conditions (e.g. deep tank or specified holds empty), for which the scantlings have been approved

Special features -

DECLARATION TO BE SIGNED BY SHIPBUILDERS

To the best of our knowledge the ship has been soundly constructed in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping, and the foregoing is a correct description of the particulars of the ship and her Owners.

(date)

(signature)

SCHIEP SWERF HOOGEZAND N.V.
HOOGEZAND

A previous similar case was m.s. "SELLIN".

Yard No. 193

Port & Report No.

Groningen, Report no. 3072a.

Particulars of "approved" and "as built" plans are to be listed separately on advice of plans form.

Particulars of forgings, castings and fabricated parts are to be listed separately on advice of certificates form. (Copies of certificates to be forwarded).

M. J. de Bilt.

Surveyor to Lloyd's Register of Shipping

