

RECEIVED

20 OCT 1949

IN D.O.

Date of completion of report

STEEL STEAMER OR MOTORSHIP.

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*Port of *Sunderland*Survey held at *Sunderland*Date First Survey *14th September 1948* Last Survey *10th October 1949*On the (State if Machinery fitted with and if Single, Twin or Triple Screw) *Single Screw* M.V. "STEINGRIM STANGE" Machinery *aft*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling* State Type of Erections *Pop. Bridge & Toile*TONNAGE under No. *8933.68*

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

Total

Gross Tonnage No. *10098.99*Register Tonnage No. *5895.46*

REGISTERED DIMENSIONS.

FEET

Length *482.9*Breadth *67.7*Depth *37.6*CLASS **100A.1. Carrying Petroleum in Bulk* State if with freeboard as condition of Class *No*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 475.0*Breadth (greatest moulded) *B 67.37*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 37.33*1st Longitudinal Number (L x D) *= 17161*2nd Numeral L x (B + D) *= 49162*Framing Depth "d," at middle of length. See Sec. 3 (1d) *-*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.72*Do. Long Bridge to top of keel *-*Draught Moulded *28'-10 1/2*Built at *Sunderland*Launched *10th June 1949* Yard No. *783*Builders *Sir James Laing & Sons Ltd.*Owners *Skibs A/S. Amsten*Managers *Harald Stange & Co A/S.*

Residence

Port of Registry *OSLO*

If surveyed while building, afloat, or in dry dock

While building & in dry dock 10.49

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing <i>MCH. SPACE</i>	<i>30</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " <i>FORE END OF NO. 1 TANK</i>	<i>27</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " <i>from 1/2 length amidships to Collision bulkhead</i>	<i>24</i>	<i>✓</i>	" " Vertical Struts	<i>36 x 42-66 x 1/2 BTM PLATE</i>	
" " in peaks			CENTRE GIRDER IN CARGO TANKS	<i>63 1/2 x 56 INTERCOSTAL</i>	
SIDE FRAMING. LONGITUDINAL			Centre Girder, depth and thickness <i>amidships</i>		
Frame Amidships, Angle, <i>[</i> or <i>]</i>			" " top Angles	<i>WELDED</i>	
" " Extends up to	<i>SEE REPORT</i>		" " bottom Angles	<i>WELDED TO 6 x 3 BTM PLATE</i>	
" Reversed Frame Amidships, Angle	<i>1* ATTACHED</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>2 @ .60</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness <i>IN MCH. SPACE</i>	<i>.54 HORIZONTAL</i>	
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in <i>POOP</i> Uppermost Continuous 'tween	<i>7 x 3 x .40</i>	<i>✓</i>	Bracket abaft 1/2 len. from stem		
Decks, Angle, <i>[</i> or <i>]</i>			" " Vertical Angle to Tank side	<i>LONG</i>	
" " Second 'tween Decks, Angle, <i>[</i> or <i>]</i>	<i>✓</i>		Bracket from forward 1/2 len. from stem to Panting Area		
" " Third	<i>✓</i>		Gussets, spacing and scantling	<i>FRAMING</i>	
" " from 1/2 len. for'd. to 15% len. from Stem	<i>✓</i>		Gussets, spacing and scantling		
" " in Peaks, Angle or <i>[</i>	<i>9 x 3 1/2 x 7/16</i>	<i>✓</i>	to Panting Area		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>SEE REPORT 1* ATTACHED</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	<i>yes</i>	<i>✓</i>	INNER BOTTOM PLATING. IN MCH. SPACE		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>42 x 54</i>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>yes</i>	<i>✓</i>	Thickness of remainder in <i>HOLD MCH. SPACE</i>	<i>1.25 54-46</i>	
SINGLE BOTTOM. FORWARD			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?	<i>yes</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in <i>HOLD DEEP TANK FOR P.L.</i>	<i>39 x 44-66</i>	<i>✓</i>	BEAMS. LONGITUDINAL		
Height of Brackets at side above base line at toe of frame	<i>LONG FRAMING</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, <i>[</i> or <i>]</i>		
Middle Line Keelson, on Floors, Angles, <i>[</i> or <i>]</i>	<i>CENTRE LINE BULKHEAD</i>	<i>✓</i>	" " in way of Bridge, Angle, <i>[</i> or <i>]</i>	<i>SEE REPORT</i>	
" " Through Plate or Intercostal Plate	<i>✓</i>		Spacing	<i>1* ATTACHED</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>		Second Deck, amidships, Angle, <i>[</i> or <i>]</i>		
" " Flat Plate Keel Angles	<i>WELDED</i>	<i>✓</i>	Spacing	<i>TIE BEAMS IN WING TANKS</i>	<i>✓</i>
Side Keelsons, No. each side	<i>✓</i>		Third Deck, amidships, Angle, <i>[</i> or <i>]</i>	<i>15 x 4 x 1/2 @ 15 x 46-48</i>	<i>✓</i>
" " thickness of Intercostal Plate	<i>✓</i>		Spacing	<i>AND CLEAR OF BHP WEBS</i>	<i>✓</i>
" " Angles	<i>✓</i>		Fourth Deck, amidships, Angle, <i>[</i> or <i>]</i>	<i>15 x 4 x 1/2 @ 15 x 50-48</i>	<i>✓</i>
DOUBLE BOTTOM. IN MACHINERY SPACE			Spacing	<i>8 x 3 x 35L TO 9 x 3 1/2 x 38L</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>44 @ 30</i>	<i>✓</i>	Spacing	<i>30 TO 24 AFT</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>FRAME ONLY</i>	<i>✓</i>	Bridge Deck, Angle, <i>[</i> or <i>]</i>	<i>SEE REPORT 1* ATTACHED</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Spacing	<i>✓</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Forecastle Deck, Angle, <i>[</i> or <i>]</i>	<i>7 x 3 1/2 x 380A. W.T.D.</i>	<i>✓</i>
			Spacing	<i>3 x 3 x 38L AT SEAMS</i>	<i>✓</i>
				<i>EVERY FRAME</i>	<i>✓</i>

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PILLARS AND DECKS.
PILLARS, No. of Rows
in Poop
in between Decks, Size and Spacing
IN FORE HOLD
IN BRIDGE TW DECKS
in Holds
Centre Line Bulkhead IN FORD DEEP TANK
Stiffeners and Spacing
LONGITUDINAL BARS IN CARGO TANKS
Plating, thickness of
STRINGERS AND DECKS.
Uppermost Continuous Deck.
Stringer Plate, breadth and thickness in Wells
in way of Bridge
Angle in Wells
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
Second Deck. DEEP TANK TOP FORD
Stringer Plate, breadth and thickness in Wells

SHELL PLATING.
SCANTLINGS.
STRAKES.
AS IN VESSEL.
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
RIVETING.
EDGES.
BUTTS.
Flat Plate Keel
Dblg. (if any)
Bottom Plating, No. of Strakes
Bilge Plating, No. of Strakes
Side Plating, No. of Strakes
Upper Deck, Sheer-strake in Wells
Upper Deck, Sheer-strake in Bridge
Strake below Sheer-strake in Wells
Strake below Sheer-strake in Bridge
Poop Side Plating
(Bridge Side Plating)
Forecastle Side Plating

WATERTIGHT BULKHEADS.
Total No. of W.T. BULKHEADS in Vessel
Extending to Upper Deck (Sec. 3 c)
Deck next below
As per Rule
STIFFENERS.
MIDSHIP BULKHEAD
Upper 'tween decks
Second
Holds (CENTRE TANK)
Holds (WING TANKS)
COLLISION
AFTER PEAK
STEEL.
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
Has the Steel been tested as required by the Rules?

EQUIPMENT No. 51101
LETTER et
ANCHORS.
Number of Certificate
Anchors
WEIGHT, EX. STOCK
WEIGHT OF STOCK
TEST, PER CERTIFICATE
WEIGHT REQUIRED BY TABLE 53
Description of Anchor
Makers
Where and when tested, and Superintendent
Rpt. 1*.
M.V. STEINGRIM STANGE
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.
Framing of L, L or C
Frames in Bridge 'tween Decks
Frames from Uppermost Continuous Deck
AMIDSHIPS.
ENDS.
Any Departure from Approved Plans to be Noted.
Rivets in Longitudinal Frames
Spacing of Rivets on each side of Transverse and Bulkheads
Rivets in Brackets to Bulkheads
Transverses.
Side (between Decks)
Side (in Hold)
Bottom
Back Bars
Bracketts
Spacing of Transverse Frames
Longitudinal beams of L or C
Bridge Deck
Upper
DEEP TANK TOP
Third

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.
0090 2/3
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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 VESSELS "HØEGH ROVER" Sunderland Rpt No 35090
"BJØRN STANGE" do do 35148

Docking: Vessel docked in Swan, Hunter & Wigham Richardson Ltd, dry dock, Walkend, bottom and rudder cleaned examined and recoated.

vessel undocked 11/10/49

An indent in shell plate "G" strake No 4 (from fore), port side, in way of No 1 wing tank, is stated to have been caused by the vessel coming in contact with the dock entrance wall whilst preparing to dry dock at Swan Hunter on the 9/10/49.

The following permanent repairs effected.

Shell plate G 4 p.s. faired in place. The rivets and caulking in way overhauled and No 1 wing tank retested with satisfactory results.

PARTICULARS OF ELECTRIC WELDING (if employed)

Butts of shell plating and deck plating welded. Longitudinal and transverse bulkhead seams and butts welded. Transverse, longitudinal and transverse bulkheads welded to shell and decks. Side, bottom, and transverse connections, tripping brackets and stiffeners welded. Poop, bridge and upper deck under forecastle welded to shell. Bridge and forecastle deck seams and butts welded. Centre girder butts and shell connection welded. Tank top in machinery space, butts, seams and girders welded. Stern frame welded to shell.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "CRUISER STERN" "LLOYD'S A&CP"

"MCHY AFT" "OIL ENGINE" "LONGITUDINAL FRAMING" "BUTTS OF SHELL & DECKS WELDED"

"CARRYING PETROLEUM IN BULK" E.S.D. D.F. GYC. RADAR (RADIO MARINE CORPORATION OF AMERICA. MODEL C.R. 101A.)

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

1st Bower	55-1-14	J.H.J.	10383	1-12-48
2nd "	54-1-0	J.H.J.	9877	9-6-48
3rd "	46-2-17	J.H.J.	9926	14-7-48
STREAM	24-3-6	J.H.J.	10319	3-11-48

Not for record
at 11"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 96.5 ft., R.Q.D. ft., Bridge 43.33 ft., Forecastle 41.18 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 L.N.Z.L. Extreme Breadth over Belting (Circ. 1611) Over-all Length 503.38' (Circ. 1703)

No. and Material of Decks. 1 Deck (steel)

Parts of Bottom of Vessel coated with cement or approved composition. Cement in fore and after peaks, fresh water and dry tank in double bottom, cofferdams and pump rooms.

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	25.00	152
Double bottom, under Engines and Boilers,	70.00	163	After peak tank,	33.08	184
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	20.00	148
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	22.50	433
Double bottom, forward,	✓	✓	Other tanks, if fitted,	3.00	100
Total length (if continuous) and Capacity	70.00	163		3.00	176

FORD COFFERDAM
AFTER COFFERDAM

(If necessary furnish further information by sketch.)

Order for Special Survey No. 6264

Date 13-10-49

Dates of Surveys
held while building

1948 Sep 14, 22, Nov 1, 9, 16, Dec 6, 13, 15, 20, 24, 28 / 1949 Jan 4, 11, 20, 25, 26, 27, 28, 29 Feb 7, 14, 18, Mar 1, 7, 21, 24, 25, 29, 31
Apr 4, 8, 11, 13, 14, 19, 20, 22, 27, May 3, 5, 9, 11(2), 16, 17, 18, 19, 20, 23, 24, 25, 26, 27, 30, 31 Jun 1, 2, 3(2), 7, 8, 9, 10, 14, 19, Jul 4, 8, 11, 19,
Aug 10, 11, 12, 16, 18, 23, 24, 29, 30 Sep 1, 26, 29, 30, Oct 3, 4, 6, 10

Total No. of Visits 86