

STEEL STEAMER or MOTORSHIP.

Received at London Office

1240
FEB 7 1940State 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 *29th Jan. 19*Port of *Göthenburg*No. *12801*Survey held at *Göthenburg*Date First Survey *2nd June 1939*Last Survey *15th January 1940*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw M/S KOLLSKEGG, Machinery fitted aft.

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

*Full scantling*State Type of Erections *Prop. Brdg. & Pile.*TONNAGE under Tonnage Deck... *8974.68*CLASS ** 100 A.1*State if with freeboard as condition of Class *No*Built at *Göthenburg*

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

Length from fore part of stem to after part of stern } *L 490'-0"*
most on summer L.W.L. See Sec. 3 (1a)Launched *10th Oct. 1939* Yard No. *291*

Total

Breadth (greatest moulded) *B 65'-0"*Builders *A.B. Erikberg Mts. Verketstad.*Gross Tonnage *8857.78*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36'-0"*Owners *Odd Bergs Tankerederi A/S.*Register Tonnage *5844.81*1st Longitudinal Number (L x D) *= 17640*Managers *Odd Berg*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 49490*Residence *Oslo*REGISTERED DIMENSIONS.
FEET.Length *498.4*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.61*Port of Registry *Oslo*Breadth *65.3*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.61*

If surveyed while building, afloat, or in dry dock

Depth *36.4*Do. Long Bridge to top of keel *28'-5 5/8"**Building afloat and in floating dock.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. mm.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. mm.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>860</i> ✓		Bracket Floors, Frame	✓	
" " from 3/4 length amidships to Collision bulkhead.....	<i>860-685</i> ✓		" " Reversed Frame	✓	
" " in peaks.....	<i>610</i> ✓		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships <i>1250 x 13.0</i> ✓		
Frame Amidships, Angle, <i>E</i> or <i>F</i>	<i>250 x 90 x 11.0</i> ✓		" " top Angles	<i>Welded</i> ✓	
" " Extends up to	<i>Upper deck</i> ✓		" " bottom Angles	<i>Welded</i> ✓	
BOTTOM			Side Girders, No. each side and thickness	<i>Two 19.0 x 13.0</i> ✓	
Reversed Frame Amidships, Angle <i>E</i>	<i>300 x 90 x 13.5</i> ✓		Margin Plate depth (excl. of flange) and thickness	<i>Level</i> ✓	
" " Extends up to	<i>Longt. bulkheads in centre tanks</i> ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>Welded</i> ✓	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" " Second 'tween Decks, Angle, <i>E</i> or <i>F</i>	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
" " Third <i>FRAME NO 134 TO 155</i> <i>E</i> ✓	<i>250 x 90 x 11.0</i> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness <i>As per plan</i> ✓		
" " from 1/4 len. for'd. to 15% len. from Stem <i>FRAME NO 158 TO 170</i> <i>E</i> ✓	<i>250 x 90 x 11.0</i> ✓ <i>280 x 90 x 12.0</i> ✓		INNER BOTTOM PLATING.		
" " in Peaks, Angle or <i>E</i> ✓	<i>230 x 90 x 11.0</i> ✓		Breadth and thickness of Middle Line Strake ... <i>2696 x 14.0</i> ✓		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>22 x 135</i> ✓ <i>25 x 155</i> ✓		Thickness of remainder in Holds	<i>14.0</i> ✓	
State if Frame Joggled	<i>Yes</i> ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?	<i>Yes</i> ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i> ✓		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i> ✓		Uppermost Continuous Deck, amidships <i>Embre welded</i> <i>200 x 90 x 10.0</i> <i>E</i> ✓		
SINGLE BOTTOM.			" " in Wells, Angle, <i>E</i> or <i>F</i>	<i>Welded</i> ✓	
Floors, Depth and thickness at mid-line in Holds	✓		" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>200 x 90 x 10.5</i> <i>E</i> ✓	
Height of Brackets at side above base line at toe of frame	✓		Spacing	<i>860</i> ✓	
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i> TOP B.B.R. ✓	<i>370 x 40.0</i> ✓		UPPER STRINGER		
" " Through Plate or Intercoastal Plate	<i>1600 x 12.5</i> ✓		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>180 x 90 x 10.0</i> ✓	
" " Foundation Plate on Floors	✓		Spacing	<i>860</i> ✓	
" " Flat Plate Keel Angles <i>Welded</i> ✓	✓		MIDDLE STRINGER		
Side Keelsons, No. each side	<i>One</i> ✓		Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>180 x 90 x 10.0</i> ✓	
DEPTH AND THROUGH			Spacing	<i>860</i> ✓	
" " thickness of Intercoastal Plate... <i>1600 x 12.5</i> ✓	✓		LOWER STRINGER		
" " TOP B.B.R. <i>304 x 40.0</i> ✓	✓		Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>180 x 90 x 10.0</i> ✓	
" " Angles TO SHELL <i>Welded</i> ✓	✓		Spacing	<i>860</i> ✓	
DOUBLE BOTTOM. IN MOTOR ROOM			Poop Deck, Angle, <i>E</i> or <i>F</i>	<i>230 x 90 x 11.0</i> ✓ <i>200 x 75 x 12.0</i> ✓	
Solid Floors, thickness and spacing	<i>10.0-12.5 x 860</i> ✓		Spacing	<i>860-610</i> ✓	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i> ✓		Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>180 x 75 x 9.0</i> ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	<i>860</i> ✓	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>200 x 75 x 9.0</i> ✓ <i>200 x 75 x 11.5</i> ✓	
			Spacing	<i>685-610</i> ✓	

PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
	Breadth.	Thickness.					
Centre Line Bulkhead.							
Stiffeners and Spacing.....							
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							
UPPER STRINGER							
Second Deck.							
Stringer Plate, breadth and thickness in Wells.....							
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							
MIDDLE STRINGER							
Third Deck.							
Stringer Plate, breadth and thickness.....							
If Plated, state thickness.....							
LOWER STRINGER							
Fourth Deck.							
Stringer Plate, breadth and thickness.....							
If Plated, state thickness							
POOP DECK.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							
BRIDGE DECK.							
Stringer Plate, breadth and thickness.....							
Plating, Sheathing, material and thickness							
FORECASTLE DECK.							
Stringer Plate, breadth and thickness.....							
Plating, Sheathing, material and thickness							

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.				
	AMIDSHIPS.		FORWARD.	AFT.		EDGES. State if jogged? <i>No</i>	BUTTS.			
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.
	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.				STRAPPED OR LAPPED.		
FLAT PLATE KEEL	1800	25.0	20.5	20.5		Double	25.0	95.5		
" DELG. (if any)										
BOTTOM PLATING, No. of Strakes		21.0	22.5	14.5		Double	25.0	95.5		
BILGE PLATING, No. of Strakes		19.0	14.0	14.0		"	25.0	95.5		
SIDE PLATING, No. of Strakes		18.0	13.5	13.5		"	22.0	78.2		
UPPER DECK, Sheer-strake in Wells.....	1800	24.0	13.5	13.5		"	25.0	86.0		
UPPER DECK, Sheer-strake in Bridge ...										
STRAKE BELOW SHEER-strake in Wells.....	2000	22.0	13.5	13.5		Double	25.0	86.0		
STRAKE BELOW SHEER-strake in Bridge ...										
POOP SIDE PLATING		10.5								
BRIDGE SIDE PLATING ...		11.0								
FORECASTLE SIDE PLATING		11.0								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *11 and 4 in centre tank only.*

" Deck next below *✓*

As per Rule *8.*

MIDSHIP BULKHEAD, Uppertween decks	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
" " Second "					
" " Third "					
" " Holds <i>from 91.</i>	14.0-11.0	22.5-90-10.0	900	3 stringer	✓
" " (in Hold) <i>from 9.</i>	12.0-7.5	80-65-7.5	610	3 stringer & tank top.	✓
" " <i>from 13.</i>	8.0-7.5	135-75-8.0	610	1 stringer	✓

MANUFACTURER'S NAME OR TRADE MARK OF THE STEEL USED IN THE CONSTRUCTION OF THE VESSEL (state process of manufacture)

Balviller Ltd. Donmarfok Ironwork, North Steel Company.

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

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar			<i>Plate keel.</i>	✓
STEM			<i>Plate stem.</i>	✓
STERN FRAME				
Propeller Post	<i>As per</i>		<i>Ruhrs Stahl & S.</i>	
Rudder	<i>approved plan</i>		<i>Stahlwerke Kriesa</i>	
Speed of Vessel		<i>13.0 knots</i>	<i>of Switzerland</i>	
RUDDER—Type.....		<i>Ordinary.</i>		
" A x D		<i>966.39.</i>		
" Diam. of head		<i>390 mm.</i>		
" Mainpiece at top pintle	<i>As per</i>		<i>Vitkovice Mines</i>	
" heel	<i>approved</i>		<i>Steel & Iron.</i>	
" how constructed	<i>plan.</i>		<i>corp.</i>	
" double or single plate coupling, vertical or horizontal.....	<i>Double</i>			

STEEL.

Steering Gear, Type (Power or hand) *Hastic Electric Hydraulic* ✓ Alternative Means of Steering *Port and tribble to winch on prop* ✓

Steering Chains (Size and Test) *✓* Windlass *Strom by Pomer, Brendahl* Boats *22 24'0" x 7'3" x 3'0"*
12 22'0" x 6'11" x 2'10"
12 22'0" x 6'9" x 2'9" ✓

Ceiling in Holds, thickness and material *None* ✓ Cargo Battens, thickness, material and spacing *done* ✓

Cargo Hatchways.—(Upper Deck) *Steel coaming 800 mm high* Thickness of Hatches *Steel 15 mm singed.*

Size of Hatchways *No. 1 (End) 1500 x 1100 mm* No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *None.*

Builder's Signature *Eriksbergs Mek. Verkstads Aktiebolag*
Vanderkuster *RD*

The vessel has been built in accordance with the approved plan and instructions, the Secretary's letters of various dates and in conformity with the Rules (1938-1939) for the class contemplated. 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 tank under the machinery in the wing tank at forward end of engine space, in forward deep tank and in 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, cofferdam, bulkheads, decks and watertight doors on deck have been tested in accordance with the Rule. The requirements of Section 20 of the Rule have been complied with where applicable.

The freeboards have been verified and the marks cut in on the vessel's side. Windlass & steering arrangements tried under working conditions. See letter 12/3/40.

Committee's Minute

Character assigned

+ 1000s

Carrying petroleum in bulk

Bulls of shell & bulls & seams of dk. pty. Elec. Weld.

Lloyd's acct, of. E.S.D., + Lmb. 1.40

2 SB. - 142 lbs

oil mg.

Wick ~~for~~

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.)

Approved plans now forwarded:—

Midship section.
Longitudinal section and plans.
Fore end.
After end.
Double bottom aft.
Sternframe and Rudder.

Hatch to dry cargo hold.
Hatches to oil tanks.
Gangway.
Proposed welding of floor and frame bracket in engine room.
Sketching of stiffener brackets to long bhd.
Ends of bridge poop and forecastle.

As fitted plans now forwarded:—

Midship section
Longitudinal section and plans.
Shell expansion.

Copy of interim certificate attached.

Forgings and castings reports in respect of sternframe
rudder frame, rudder shaft, and tidlers are attached herewith.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of shell, butts and seams of deck, longitudinal and transverse bulkhead plating (A.T. bhd), bottom girders, beams to deck in centre tanks, stringers to shell and bulkheads, double bottom aft and other details as indicated on plans.
Electrode OK 47 OK 49 OK 52 and OK 55 have been used.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "Carrying Petroleum in Bulk"
Archy. Off. Cruiser Stern, Wireless D.F. E.S.D.
Butts of shell and butts and seams of deck and longitudinal and transverse bulkhead plating electrically welded.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "
	Head 53:1:25 J.G. 1444 14/8 39 Shank 28:1:16 J.G. 1450 14/8 39	" 52:3:4 " 1445 " " 28:3:4 " 1448 "	" 54:1:5 " 1446 " " 27:3:21 " 1449 "
	Shank anchor 24:3:9 J.G. 1447 14/8 39.		

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 100.9 ft., R.Q.D. ✓ ft., Bridge 36.6 ft., Forecastle 48.2 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 LKJT Extreme Breadth over Belting (Circ. 1611) Over-all Length 518.4 (Circ. 1703)
No. and Material of Decks
Parts of Bottom of Vessel coated with cement or approved composition Cement in after peak forepeak fresh water double bottom tank and engine room bilge.
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.	SALT Water Capacity. Tons.	Where Fitted.	Length. Feet.	SALT Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	24.0	151.0
Double bottom, under Engines and Boilers,			After peak tank,	26.0	234.0
Double bottom, if under Engines only, *	85.8	244.0	Deep tank, aft, WING TANKS PXS.	✓ 25.4	✓ 485.0
Double bottom, if under Boilers only,			Deep tank, forward,	✓ 27.0	590.0
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	85.8	244.0	(If necessary, furnish further information by sketch.)		

✓ LUBR. OIL IN CENTRE PORTION. 31.9 TONS OIL CAPACITY. 36.7' LW LENGTH.

Order for Special Survey No. 272

Date 20/4 38.

Dates of Surveys held while building

1939:— June 2, 3, 5, 6, 7, 8, 9, 13, 14, 19, 21, 26, 27, 30. July 3, 4, 6, 7, 11, 14, 20, 27, 31.
Aug. 1, 2, 3, 6, 9, 15, 16, 21, 24, 28, 30. Sept. 4, 12, 13, 20, 22, 25. Oct. 2, 3, 4, 5, 6, 7, 9, 10, 13.
24, 25, 26, 27, 30, 31. Nov. 16, 9, 11, 22, 24, 25, 29, 30. Dec. 2, 4, 5, 7, 8, 11, 13, 16, 18, 21, 22.
27, 28, 29, 30. Jan. 1940:— 2, 3, 5, 10, 12, 13, 15.

Total No. of Visits 90.