

STEEL STEAMER or MOTORSHIP.

19 AUG 1931

Received at London Office

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

17 August/31

Port of MIDDLESBROUGH

No. 14466

Survey held at HAVERTON-HILL-ON-TEES Date First Survey

7 July 1930

Last Survey 12 August

1931

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

STEEL TWIN SCREW OIL TANKER "SVEND FOYN"

MACHY AFT CRUISER STERN.

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

SCANTLING FOR MLD. DRAFT 32'-11"

State Type of Erections POOP & FLE.

TONNAGE under 10272.28
Tonnage Deck...)CLASS + 100 A1
"CARRYING PETROLEUM
IN BULK"State if with freeboard
as condition of Class) **YES**
FEET.

Built at HAVERTON-HILL-ON-TEES

Do. 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 535.0Launched 28TH MAY 1931 Yard No. 190

Total 10272.28

Breadth (greatest moulded) B 74.0

Builders FURNESS SHIPBUILDING CO. L^D

Gross Tonnage 14577.21

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 48.75
(UPPER DK.)Owners HYALFANGERAKTIESELSKAPET
SYDHAVET.

Register Tonnage 8008.55

1st Longitudinal Number (L x D) 535 x 44.08 = 23582

Managers

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) 535 x (74 + 44.08) = 63172

Residence SANDEFJORD.

REGISTERED DIMENSIONS.
FEET.Framing Depth "d," at middle of length. See 535
Sec. 3 (1d) 44.08 = 12.13

Port of Registry SANDEFJORD

Length 538.1

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel 10.97

If surveyed while building, afloat, or in dry dock

Breadth 74.3

Do. Long Bridge to top
of keel ✓

BUILDING & AFLOAT.

Depth 33.4

Draught Moulded 32'-11"

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 amidships	32"		Bracket Floors, Frame	✓	
" " from FR 191 to Collision bulkhead.....	8 IN MACHY. SPACE 24" 26 1/2 IN CROSS BUNKER.		" " Reversed Frame	✓	
" " in peaks.....	24"		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	80 1/2 x .58 To .55 ER. 80 1/2 x .68 To .65 BR. 3 1/2 3 1/2 .71 To .58	
Frame Amidships, [.....	11 x 3 1/2 x .49		" " top Angles DOUBLE		
" " Extends up to	2 ND DECK		" " bottom Angles DOUBLE	5 x 5 x .72 To .66	
Reversed Frame Amidships, Angle	BULB ANGLE FRAMES.		Side Girders, No. each side and thickness	2 BR. .58 4 ER. .50	
" " Extends up to...			Margin Plate depth (excl. of flange) and thickness .....	.67 BR. .63 ER. LEVEL TANK TOP	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [.....	LONGITUDINAL SEE SEPARATE SHEET		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	✓	
" " Second 'tween Decks, Angle, [or [	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	✓	
" " Third " " " "	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem.....	✓	
Framing in Peaks, [.....	11 3 1/2 .44 SEE DETAILS ON BACK OF REPORT		Tank Side Brackets, height above base line at toe of Frame and thickness	10'-0"	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8 DIA 4 1/8		INNER BOTTOM PLATING.		
State if Frame Joggled	YES.		Breadth and thickness of Middle Line Strake ...	52 1/2 x .61 BR. 54 x .61 ER.	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	SIDE STRINGERS & BEAMS AS PER APPROVED PLANS		Thickness of remainder in Holds	1" IN ER. .61 BR.	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	BOTTOM PLATING INCREASED AS PER APPROVED PLANS 6 1/2 x 3 1/2 BOT. FR. + 3 INTER. GIRDERS EACH SIDE		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	36 x 46 SIDES PARALLEL TO RISE OF FLOOR		Uppermost Continuous Deck, amidships in Wells, Angle, [or [} LONGITUDINAL		
Height of Brackets at side above base line at toe of frame	7'-3"		" " in way of Bridge, Angle, } [or [} ✓		
Middle Line Keelson, on Floors, Angles, [or [.....	LONGITUDINAL BULKHEAD		Spacing	✓	
" " Through Plate or Intercoastal Plate...	✓		Second Deck, amidships, [.....	10 x 3 1/2 x .44	
" " Foundation Plate on Floors	✓		Spacing	32"	
" " Flat Plate Keel Angles	4 x 4 x .62 To .56 FORE END. 5 x 5 x .72 BR.		Third Deck, amidships, Angle, [or [.....	✓	
Side Keelsons, No. each side	ONE		Spacing		
" " thickness of Intercoastal Plate...	.46		Fourth Deck, amidships, Angle, [or [.....		
" " Angles FACE ANGLE 7 x 3 x .40 BA			Spacing	✓	
DOUBLE BOTTOM. IN E. & B. SPACE			Bottom Angle (DOUBLE) 3 1/2 x 3 1/2 x .46		
Solid Floors, thickness and spacing .....	.56 To .48 SPACED 24"		Poop Deck, [.....	9 x 3 1/2 x .50 8 x 3 x .38	
" " Are Frame and Reversed Frame joggled?	No		Spacing	24"	
Bracket Floors, breadth and thickness at middle line	✓		Bridge Deck, Angle, [or [.....	LONGITUDINAL	
" " breadth and thickness at margin plate.....	✓		(SIDEHOUSES) Spacing	9 x 3 1/2 x .50 To 9 x 3 1/2 x .38	
			Forecastle Deck, [.....	24"	
			Spacing		

REGISTERED DIMENSIONS & TONNAGES
AS SUPPLIED BY NORWEGIAN AUTHORITIES.

PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows...IN MACHY SPACE									
" in 'tween Decks, Size and Spacing.....		18" x 5" PLATE & TWO BULB ANGLES 8 x 3 x .50			Stringer Plate, breadth and thickness in way of Bridge		✓		
" " " " "		4 ANGLES 6x6x.70 & 5x5x.50			Thickness of Plating abreast Deck openings in way of Wells .....		.44		
" " " " "		SPACED AS PER APPROVED PLAN			Thickness of Plating abreast Deck openings in way of Bridge		✓		
" in Holds " "		WEB FRAMES AS PER APPROVED PLAN			Thickness of Plating within line of openings...		.44		
" " " " "					If Sheathed, material and thickness		✓		
Centre Line Bulkhead.					UPPER STRINGER				
Stiffeners and Spacing.....		11 x 3½ x .46 BA		32" SPACING	Stringer Plate, breadth and thickness.....		36 x .44		
Plating, thickness of .....		.51 To .39			If Plated, state thickness.....		FACE BAR 4 x 3 x .44		
TWO LONG WING BULKHEADS 10 x 3½ x .45 BA		32" APART		.51 To .39	TOP PLATE		32" x .44		
STRINGERS AND DECK.					LOWER STRINGER				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....		39 x .44		
Stringer Plate, breadth and thickness in Wells		116 x .90 & 93 x .90			If Plated, state thickness		FACE BAR 4 x 3 x .44		
" " " " in way of Bridge		.90			TOP PLATE		32" x .44		
" Angle in Wells		6 x 6 x .90 To 3½ x 3½ x .46			Poop Deck.				
Thickness of Plating abreast Deck openings in way of Wells .....		.68			Stringer Plate, breadth and thickness .....		.40		
Thickness of Plating abreast Deck openings in way of Bridge		ONE STRAKE		.82	Plating, Sheathing, material and thickness ...		.34 To .26 5 x 2½ OP		
Thickness of Plating within line of openings...		✓			Bridge Deck. (SIDE HOUSES)				
If Sheathed, material and thickness		3" WHITEWOOD			Stringer Plate, breadth and thickness.....		62½ x .40		
Second Deck.					Plating, Sheathing, material and thickness ...		.40 NO SHEATHING		
Stringer Plate, breadth and thickness in Wells...		90 x .48 To .38			Forecastle Deck.				
					Stringer Plate, breadth and thickness.....		.40		
					Plating, Sheathing, material and thickness ...		.38 To .32 50 UNDER WINDLASS 5 x 2½ OP		

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?		No.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.	
	Inches.	Inches.	Inches.	Inches.		Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.
FLAT PLATE KEEL	60	1.14	.94	.94	DOUBLE	1	4	QUINT. TO QUAD	1½ 4½ LAPPED
" DBLG. (if any)					DOUBLE	1"	4	QUINT TO TREBLE 1-¾	4-3½ LAPPED
BOTTOM PLATING, No. of Strakes	A 89 x .82		.81	.58	"	"	"	"	"
	B 69 x .82		.81	.58	"	"	"	"	"
	C 69 x .86		.81	.61	"	"	"	"	"
	D 69 x .86		.68	.61	"	"	"	"	"
	E 69 x .86		.64	.67	"	"	"	"	"
BILGE PLATING, No. of Strakes	F 70 x .86		.73	.59	"	"	"	"	"
	G 72 x .86		.58	.72	"	"	"	"	"
SIDE PLATING, No. of Strakes	H 90½ x .76		.73	.72	TREBLE	"	3½	QUAD TO TREB	"
	I 94 x .76		1.00	.72	"	"	"	"	"
	J 79½ x .76		1.00	.76	"	"	"	"	"
	K 87½ x .76		1.00	.76	"	"	"	"	"
UPPER DECK, Sheer-strake	M 69½ x .76		.66	.76	DOUBLE	1	4	"	"
	N 79 x .94		.60	.54	"	"	"	QUINT TO TREB	"
UPPER DECK, Sheer-strake in Bridge ...									
STRAKE BELOW Sheer-strake	N 71 x .84		.54	.54	DOUBLE	1"	4	QUAD TO TREBLE 1-¾	4-3½ LAPPED
STRAKE BELOW Sheer-strake in Bridge ...				.52 To .44					
POOP SIDE PLATING .....		.36 To .32			SINGLE PLATE	¾	3½	TREB TO DOUBLE 7/8-¾	3½-2½ LAPPED
BRIDGE SIDE PLATING ... SIDE HOUSES					SINGLE	¾	3	SINGLE	¾ 2½ "
FORECASTLE SIDE PLATING			.48		SINGLE	¾	3	"	¾ 2½ "

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 4

" Deck next below 14

As per Rule ✓

STIFFENERS.				FORGINGS and CASTINGS.			
Plating Thickness.	VERTICAL.		HORIZONTAL.	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
	Scantlings.	Spacing.	Scantlings.				
MIDSHIP BULKHEAD, Upper tween decks	✓			KEEL, Bar	FLAT PLATE KEEL		
" " Second	✓			STEM	STEEL AS APPROVED	THE L.D. CO.	
" " Third	✓			STERN FRAME	Propeller Post	ELL STEEL AS APPROVED	THE L.D. CO.
" " Holds				Rudder	POST	CASTING	
COLLISION (in Hold)	.51 To .26 11 x 3½ x .47	24	TWO W.T. FLATS	PROPELLER BRACKETS	C.S. AS APP?	STAHLWERK KRIEGER	
AFTER PEAK	.44 To .26 12 x 3½ x .62	24	TWO W.T. FLATS	RUDDER—A x D	1136 STOCK		
				Speed of Vessel	10 KNOTS	15½" DIA	
				RUDDER mainpiece at head	FORGED 15½" DIA	WITKOWITZER	
				" " heel	STEEL 11½" DIA	BERGBAU	
				" how constructed	ARMS SHRUNK ON & KEYED		
				" double or single plate	SINGLE 1.00		
				" coupling, vertical or horizontal	HORIZONTAL.		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH (BASIC)

SOUTH DURHAM STEEL & IRON CO. LD.

FRODINGHAM I. & S. WKS

CONSETT IRON CO. LD.

APPLEBY IRON CO.

CARGO FLEET IRON CO. LD.

DORMAN LONG & CO. LD.

Has the Steel been tested as required by the Rules?

YES.

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Lloyd's Register Foundation

EQUIPMENT No.				LETTER <i>jt</i>				ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
92340	1st Bower ...	110	2	21	STOCKLESS			71	Y	2	0
92339	2nd " ...	109	2	0	D°			71	0	0	0
92320	3rd " ...	94	1	0	D°			65	Y	2	0
	Collective weight.	314	5	21							
92335	Stream	33	3	21	8	2	Y	31	12	2	0

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
86237	165	2 ⁷ / ₈	137 ⁶ / ₁₀	192 ⁵ / ₈	690-3-4	1348	330	2 ¹ / ₈	STUD LINK	N. HINGLEY & SONS LTD	NETHERTON 25/2/31 H.S.	TOWLINE R.F.S.W.	130	6 ¹ / ₄	104.5	130	6 ¹ / ₄
86247	165	2 ⁷ / ₈	137 ⁶ / ₁₀	192 ⁵ / ₈	690-2-23				D°	D°	NETHERTON 6/3/31 H.S.	HAWSERS & WARPS R.F.S.W.	2@120	2 ¹ / ₂	17.7	2@120	2 ¹ / ₂
	330				381-1-27							"	2@120	2 ¹ / ₂	17.7	2@120	2 ¹ / ₂
		Cir.						Cir.									
Iron Stream Steel Wire	120	5 ¹ / ₂		88.4			120	5 ¹ / ₂	6 24 WIRES								
												"	THE ABOVE	ALL	6 24 WIRES.		

Steering Gear, Steam **DONKIN & CO**Steering Gear, Hand **BLOCKS & TACKLE LED TO CAPSTAN**

Boats 6 LIFEBOATS 24'

Steering Chains, Size and Test

Windlass **STEAM - CLARKE CHAPMAN & CO LTD**Ceiling in Holds, thickness and material **NONE**

Cargo Battens, thickness, material and spacing

Cargo Hatchways.-(Upper Deck) **N°1 FORD 16'-0" x 5'-0" x 2'-9 1/2"**

Thickness of Hatches

3" W.W.Size of No. 1 Hatchway (Forward) **16' x 5'** No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓Number of Shifting Beams and/or Fore and Afters **NONE**

ROUNDED HATCHES PORT & STARB'D OVER MEAT BOILERS 3'-7 1/2" x 3'-4 1/2" WITH 6" CHANNEL COAMING, 40" STEEL COVERS

STEEL OILTIGHT HATCHES ON 2ND DECK AS PER APPROVED PLANS.

Builder's Signature

FOR FURNESS SHIPBUILDING CO. LIMITED

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel **YES** (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo **✓** The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, the Secretary's letters dated 23rd June 1930 to 30th July 1931, and in general conformity with the Rules and Regulations for the class contemplated. The vessel is built with longitudinal framing at bottom and at decks of inner tanks, & above second deck, with three longitudinal bulkheads. The main centre & wing cargo oil tanks, cofferdams, oil fuel cross bunker & wing bunkers forward deep tank, fore & after peak tanks, double bottom tanks under machinery spaces, side ballast tanks in machinery space & above after peak tank have been tested to Rule Requirements & found satisfactory. The upper portion of bulkheads above 2nd deck, and all weather decks have been tested by hose, all with satisfactory results. The workmanship & materials are good. The steam steering gear, hand gear, windlass & winches have been tested under working conditions & found satisfactory. The fuelboard assigned by the Norwegian Veritas has been cut on the vessel's sides & verified. This vessel is a sister ship to the "Vestfold" Furness S.B. Co's N°189.

The amount of Entry Fee £ 12 : 0 : 0

Fees applied for,

Special Survey Fee.... £ 760 : 16 : 4

FREEBOARD 15 : 0 : 0

Travelling Expenses, if any £

Received by me,

1. 9. 31

We are

of opinion the Vessel should be Classed **+100A1 WITH FREEBOARD**
"CARRYING PETROLEUM IN BULK"
 WITH NOTATIONS GIVEN OVERLEAF.

State whether the Vessel has been built under Special Survey **YES**

Signature

J. Brickton & Alfred & Son
 Surveyors to Lloyd's Register of Shipping.

Hull Certificate to be sent to **MIDDLESBROUGH** Date of issue **21/9/31**

Committee's Minute

Character assigned

TUE. 25 AUG 1931**+100A1 With freeboard****Carrying Petroleum in Bulk****Whaling Service**

not strengthened for navigation in ice
Lloyd's A.R.C.P.

*Note etc***+LmC. P. 31****72, Cf.****Fitted for oil fuel P. 31****Sh. above 502020**

Lloyd's Register
 Foundation

W126-0032 2/3

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.)

TRANSVERSE FRAMING IN FORE PEAK.

MAIN FRAMES FROM KEEL TO W.T. FLAT	11 x 3½ x .44 BA.
INTER ^E " " W.T. FLAT TO 1 ST STRINGER	7 x 3½ x .44 BA.
MAIN " " " " 2 ND D ^K	11 x 3½ x .44 BA.
INTER ^E " " " " " "	7 x 3½ x .44 BA.
FRAMES FROM 2 ND D ^K TO 20" BELOW UPPER D ^K	11 x 3½ x .44 BA.
" " 20" BELOW UPPER D ^K TO FOLE D ^K	9 x 3½ x .40 BA.

TRANSVERSE FRAMING FROM FRAME 191 TO FORE PEAK B^{HD}

MAIN FRAMES FROM 2½" SCARPH ON FLOORS TO W.T. FLAT	12 x 3½ x .71 BA.
" & INTER ^E FRs. FROM W.T. FLAT TO 2 ND D ^K	11 x 3½ x .56 BA.
FRs. FROM 2 ND D ^K TO 20" BELOW UPPER D ^K	10 x 3½ x .44 BA.
" " 20" BELOW UPPER D ^K TO FOLE D ^K	8 x 3½ x .48 BA.

The Profile & Deck Plan, & midship Section, as built, & forging & casting certificates are enclosed herewith; also approved plans as detailed below.

Amended Arrangement aft end Machy Space.

Cofferdam Bulkheads Forward.

Fore Peak & Bhds in Fore Deep Tanks.

After End & Boss Framing.

Details of Bottom Longitudinals.

Doublings in way of Shell Doors.

Riveting of Centre Keelson Plate in Oil Tanks.

Frames & Double Bottom in Machinery Space.

Amended Bottom Longitudinal Brackets.

Alteration in way of Dynamos.

Upper Deck Girder P. & S. & Centre Line.

Connections to Transverse Wing Bulkheads.

Butt Straps to Tank Top Plating.

Plating of Centre Line & Wing Bulkheads.

Amended Arrangement of Machy Space.

Elec. Welding at Bulkhead Boundary Bars.

Tank Top Intercostals & Floors Aft.

Modifications to Web Frames & Brackets in E.R.

Flat at aft end of Engine Room.

Upper Deck Girders P. & S. & Centre Line

Midship Transverses.

Oil Fuel Bunkers Aft.

C.S. Quadrant & Filler.

Detail of Drain Hat.

2ND Deck Riveting.

Upper Deck Riveting.

Detail of Deck Plating.

Ciltight Bulkheads.

Factory Boiler Hatches.

Grax Discharge.

Shell Doors.

Midship Section.

Inter^E Girder Riveting.

Profile & Deck Plans.

Grax Discharge Door.

Cofferdam Bhds Aft.

Propeller Brackets.

Cast Steel Stem.

Eng. & Boiler Casings.

Bone Saw Pit.

Deck Plating.

Detail Side Shell Riveting.

Machy Space Arrangement.

Extent of Ice Stiffening

Fore end Framing.

Position of Ejector Sections

Aft Peak Bulkhead.

Stern Casting.

Section thro' No 1 Tank.

Lower Side Stringers.

Stern Frame & Rudder.

Upper Side Stringers.

After end Shell Expansion

Fore end Shell Expansion

Oil Fuel Bunker.

Part midship Section.

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

1st Bower W ^I OF HEAD WITHOUT PIN	54-2-7	MB. 8956	30-12-30
2nd " " " "	56-3-12	KH 9003	28-1-31
3rd " " " "	47-1-0	KH 9907	29-4-30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 120.0 ft., R.Q.D. ✓ ft., Bridge 24.0 ft., Forecastle 108.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓ SIDEHOUSES

No. and Material of Decks (this information is to be given as it should appear in the Register Book). 2 DKS (STL) WITH NOTATIONS OF "LONGITUDINAL FRAMING AT BOTTOM & AT DECK OF INNER TANKS AND ABOVE SECOND DECK" & "STRENGTHENED FOR NAVIGATION IN ICE" "WHALING SERVICE"

Official No. : Signal Letters L.J.W.S.

MAIN CARGO TANKS NOT COATED.

Is bottom of Vessel coated with cement PART CEMENT if not give

particulars of composition FORE PEAK TANK, AFT PEAK TANK, FOR^D DEEP TANKS, PUMP ROOMS & WELLS CEMENTED CROSS BUNKER CEMENT FILLETS, B.R.D.B. TANK CEMENT FILLETS. E.R.D.B. TANK BITUMINOUS SOLUTION & ENAMEL.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	UPPER	408
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	LOWER	493
Double bottom, if under Engines only,	✓	✓	Deep tank, aft, AFT COFFERDAM		301
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward, 2 TANKS		246
Double bottom, forward,	✓	✓	Other tanks, if fitted, ENG. ROOM SIDE TANKS P & S		924
Total capacity of double bottom		553	(If necessary, furnish further information by sketch.)		440

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 477

Date 12 Aug/30

Dates of Surveys held while building

1930: July 7, 9, 11, 14, 17, 25, 29. Aug 7, 8, 11, 14. Sep 4, 8, 10, 11, 16, 19, 24, 26, 29, 30. Oct 2, 3, 7, 9, 10, 13, 14, 16, 17, 24, 28, 30. Nov 3, 4, 9, 11, 12, 17, 18, 21, 24, 26, 28, 30. Dec 1, 2, 5, 9, 10, 12, 15, 18, 19, 30. 1931: Jan 6, 12, 15, 20, 26, 27. Feb 3, 6, 10, 11, 13, 18, 21, 25. Mar 2, 3, 4, 6, 11, 13, 16, 18, 20, 23, 25, 27, 30. Apr 1, 8, 10, 12, 23, 24, 28, 30. May 4, 8, 15, 21, 22, 26, 27, 28. June 3, 8, 12, 17. 22, 25. July 1, 2, 3, 6, 8, 9, 10, 13, 14, 17, 20, 21, 23, 27, 28, 30, 31. Aug 4, 5, 10, 12.

Total No. of Visits 124

STEEL TWIN SCREW OIL TANKER "SVEND FOYN" FURNESS SHIPBUILDING CO'S YARD N° 190
Rp 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

Mod. rpt No 14466

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETING.		
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
														Diam.	Speng.		Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Inches.			
aming BE , [BE]																		
ames to 'tween Decks ...		8	3 1/2	.44	8	3 1/2	.44	8	3 1/2	.44	8	3 1/2	.44	7/8	5 1/4	AS PER APPD	PLAN	
ames from Uppermost Continuous Deck No. 1																		
" 2																		
" 3																		
" 4																		
" 5																		
" 6																		
" 7																		
" 8																		
" 9																		
" 10																		
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
" 16																		
Spacing of Longitudinal Frames	Amidships	2'-5"			2'-5"			2'-5"			2'-5"							
	At Ends	2'-5"			2'-5"			2'-5"			2'-5"							
Double Bottoms	Longitudinals	17x.68x4x4x.68 WITH BACK BARS 3 1/2 x 3 1/2 x .44			17x.68x4x4x.68 WITH BACK BARS 3 1/2 x 3 1/2 x .44			17x.68x4x4x.68 WITH BACK BARS 3 1/2 x 3 1/2 x .44			17x.68x4x4x.68 WITH BACK BARS 3 1/2 x 3 1/2 x .44			7/8	AS APPD			
	Bottom	2'-7 1/2"			2'-7 1/2"			2'-7 1/2"			2'-7 1/2"							
Spacing of Longitudinals	Amidships	2'-7 1/2"			2'-7 1/2"			2'-7 1/2"			2'-7 1/2"							
	At Ends...	2'-7 1/2"			2'-7 1/2"			2'-7 1/2"			2'-7 1/2"							
Transverses.																		
TTOM	Depth and Thickness	48 x .48			48 x .48			48 x .48			48 x .48							
	Face Angles SINGLE	6 x 3 1/2 x .48 OA			6 x 3 1/2 x .48 OA			6 x 3 1/2 x .48 OA			6 x 3 1/2 x .48 OA			7/8	5 1/4			
	Lugs to Shell* SET BACK	6 x 6 x .48			6 x 6 x .48			6 x 6 x .48			6 x 6 x .48			7/8	AS APPD			
In Upper 'tween Decks.	Depth and Thickness	24 x .44			24 x .44			24 x .44			24 x .44							
	Face Angles SINGLE	7 x 3 1/2 x .50 BA			7 x 3 1/2 x .50 BA			7 x 3 1/2 x .50 BA			7 x 3 1/2 x .50 BA			7/8	5 1/4			
	Lugs to Shell* SET BACK	6 x 6 x .44			6 x 6 x .44			6 x 6 x .44			6 x 6 x .44			7/8	4			
AT SIDES	Depth and Thickness	52" to 47" x .46			52" to 47" x .46			52" to 47" x .46			52" to 47" x .46							
	Face Angles SINGLE	10 x 3 1/2 x .56 BA			10 x 3 1/2 x .56 BA			10 x 3 1/2 x .56 BA			10 x 3 1/2 x .56 BA			7/8	5 1/4			
	Lugs to Shell* LONG TEE BAR	6 1/2 x 6 1/2 x .55 TEE BAR			6 1/2 x 6 1/2 x .55 TEE BAR			6 1/2 x 6 1/2 x .55 TEE BAR			6 1/2 x 6 1/2 x .55 TEE BAR			7/8	AS APPD			
WEBS	Back Bars	.44 5" FL.			.44 5" FL.			.44 5" FL.			.44 5" FL.			7/8	AS APPD			
	Brackets AT TOP	.44 5" FL.			.44 5" FL.			.44 5" FL.			.44 5" FL.							
Spacing of Transverse Frames		10'-8" 8'-0" 10'-8"			10'-8" 8'-0" 10'-8"			10'-8" 8'-0" 10'-8"			10'-8" 8'-0" 10'-8"							
* State if joggled or liners.																		
Longitudinal Beams of	Bridge Deck	✓																
	Upper	8 x 3 1/2 x .44			8 x 3 1/2 x .44			8 x 3 1/2 x .44			8 x 3 1/2 x .44			32 1/2 8 38 1/2		13 x .40 8 x 3 1/2 x .38	13 x .40 8 x 3 1/2 x .38	
	Second	8 x 3 x .46			8 x 3 x .46			8 x 3 x .46			8 x 3 x .46			3 1/2		36 x .44 7 x 3 x .40	36 x .44 7 x 3 x .40	
	Third																	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., 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, etc., on the first page.