

STEEL STEAMER or MOTORSHIP.

Received at London Office 28 NOV 1930

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *14th November 1930*Port of *Hamburg*No. *19630*Survey held at *Hamburg*Date First Survey *18th Oct 1930*Last Survey *9th November 1930*On the *Single Screw Oil Tanker "SUND"*

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

Machinery fitted aft.

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

*Full Scantling; Cruiser Ship*State Type of Erections *Prop. & Foremast*TONNAGE under Tonnage Deck... *422*CLASS *100 A 1*State if with freeboard as condition of Class *no*Built at *Kiel*

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 164.15*Launched *1927*Yard No. *174*

Total

Breadth (greatest moulded) *B 27.40*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 14.23*Builders *Kielchen-Flender-Werke-A.G.*Owners *Atlantic Tank-Reederei GmbH.*Gross Tonnage *517*Register Tonnage *221*1st Longitudinal Number (L x D) *= 1809.71*

Managers

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

REGISTERED DIMENSIONS. FEET.

Length *164.1*Breadth *27.5*Depth *10.5*Framing Depth "d," at middle of length. See Sec. 3 (1d) *14.31*Proportions—Depth to Length—Uppermost continuous deck to top of keel *14.31*
Do. Long Bridge to top of keel *9' 8 1/2"*Draught Moulded *9' 8 1/2"*Residence *Hamburg*Port of Registry *Hamburg*

If surveyed while building, afloat, or in dry dock

Surveyed in dry dock and afloat.

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	550		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	550		" " Reversed Frame		
" " in peaks	550		" " Vertical Struts		
FORE PEAK intermediate frames.			Centre Girder, depth and thickness amidships	760 75	
SIDE FRAMING.			" " top Angles	75 75 75	
Frame Amidships, Angle, <i>100/100</i>	130 65 9		" " bottom Angles	80 80 8	
" " Extends up to	Upper deck		Side Girders, No. each side and thickness	one	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	6.5	
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
Depth of Framing Girder	130		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling forward 1/2 len. from stem		
" " Third " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	950 8	
FORE PEAK intern. frames	100 65 8		INNER BOTTOM PLATING.		
Framing in Peaks, Angle <i>100/100</i>	115 65 9		Breadth and thickness of Middle Line Strake	760 75	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	161 88		Thickness of remainder in Holds		
State if Frame Joggled	no		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	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	2 side stringers shell plating increased		BEAMS.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	bottom frames doubled bottom plating increased		Uppermost Continuous Deck, amidships	115 65 8	
SINGLE BOTTOM.			" " in way of Bridge, Angle, [or]		
Floors, Depth and thickness at mid-line in Holds	360 7		Spacing	every frame	
Height of Brackets at side above base line at toe of frame	720		Second Deck, amidships, Angle, [or]		
Middle Line Keelson, on Floors, Angles, <i>100/100</i>	110 75 8		Spacing		
" " " " " "	7		Third Deck, amidships, Angle, [or]		
" " " " " "			Spacing		
" " " " " "			Fourth Deck, amidships, Angle, [or]		
" " " " " "			Spacing		
Side Keelsons, No. each side	one		Poop Deck, Angle, <i>100/100</i>	130 65 8	
" " thickness of Intercoastal Plate	7		Spacing	2nd frame	
" " Angles	110 75 8		Bridge Deck, Angle, [or]		
" " " "	75 75 8		Spacing		
DOUBLE BOTTOM. IN ENGINE ROOM.			Forecastle Deck, Angle, <i>100/100</i>	110 75 8	
Solid Floors, thickness and spacing	8.5 550		Spacing	every frame	
" " Are Frame and Reversed Frame joggled?	no				
Bracket Floors, breadth and thickness at middle line					
" " breadth and thickness at margin plate					

W1358-0161 1/2

PILLARS AND DECKS.									
IN SHIP.				IN SHIP.				Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.				Stringer Plate, breadth and thickness in way of Bridge					
in 'tween Decks, Size and Spacing				Thickness of Plating abreast Deck openings in way of Wells					
in Holds				Thickness of Plating abreast Deck openings in way of Bridge					
Centre Line Bulkhead.				Thickness of Plating within line of openings					
Stiffeners and Spacing				If Sheathed, material and thickness					
Plating, thickness of				Third Deck.					
Stringers and Decks.				Stringer Plate, breadth and thickness					
Uppermost Continuous Deck.				If Plated, state thickness					
Stringer Plate, breadth and thickness				Fourth Deck.					
in way of Bridge				Stringer Plate, breadth and thickness					
Angle in Wells				If Plated, state thickness					
Thickness of Plating abreast Deck openings				Poop Deck.					
Thickness of Plating abreast Deck openings in way of Bridge				Stringer Plate, breadth and thickness					
Thickness of Plating within line of openings				Plating, Sheathing, material and thickness					
If Sheathed, material and thickness				Bridge Deck.					
Second Deck.				Stringer Plate, breadth and thickness					
Stringer Plate, breadth and thickness in Wells				Plating, Sheathing, material and thickness					

SHELL PLATING.													
SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
	<i>in in.</i>	<i>in in.</i>	<i>in in.</i>	<i>in in.</i>									
FLAT PLATE KEEL	820	11	10	10		Double	19	60	3		happied		
„ Delg. (if any)													
BOTTOM PLATING, No. of Strakes	1470	8	10	7	See drawings attached	Double	16	56	3	16	56		
BILGE PLATING, No. of Strakes	1700	8	12	7			16	56	3	16	56		
SIDE PLATING, No. of Strakes	1850	8	12	7			16	56	3	16	56		
UPPER DECK, Sheer-strake in Wells	1000	13	10	7			22	77	3	22	77		
UPPER DECK, Sheer-strake in Bridge ...)													
STRAKE BELOW Sheer-strake in Wells													
STRAKE BELOW Sheer-strake in Bridge ...)													
POOP SIDE PLATING				6		Single	16	64	1	16	64		
BRIDGE SIDE PLATING ...													
FOREC'TLE SIDE PLATING			6			Single	19	68	2	16	64		

WATERTIGHT BULKHEADS.						FORGINGS and CASTINGS.				
Total No. of ^{2 087} W.T. BULKHEADS in Vessel—						Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)								<i>m.m.</i>		
" Deck next below										
As per Rule										
						STIFFENERS.				
						Plating Thickness. <i>m.m.</i>	VERTICAL.			
						Scantlings	Spacing.	Scantlings	Spacing.	
MIDSHIP BULKH'D, Upper tween decks						✓	✓	✓	✓	✓
" " Second "						✓	✓	✓	✓	✓
" " Third "						✓	✓	✓	✓	✓
" " Holds						✓	✓	✓	✓	✓
COLLISION " (in Hold)						✓	✓	✓	✓	✓
AFTER PEAK " "						✓	✓	✓	✓	✓
						150.70	450	✓	✓	
						75.35	470	✓	✓	
						150.75		✓	✓	
						75.35	600	✓	✓	
						150.75		✓	✓	
						75.35	550	✓	✓	
						9.4				
						9				

EQUIPMENT No. 6548										LETTER 9										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.													
3384	1st Bower	589	kg	589	kg	589	kg	589	kg	589	kg	589	kg	589	kg	589	kg												
3385	2nd "	586	kg	586	kg	586	kg	586	kg	586	kg	586	kg	586	kg	586	kg												
3385	3rd "	586	kg	586	kg	586	kg	586	kg	586	kg	586	kg	586	kg	586	kg												
3385	Stream	154	kg	154	kg	154	kg	154	kg	154	kg	154	kg	154	kg	154	kg												

CHAIN CABLES.										HAWERS 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.			
49017	302	27	3100	5241	kg	4810	kg	300	27	3100	kg	5241	kg	4810	kg	300	27	3100	kg	5241	kg	4810	kg	300	27
49017	302	27	3100	5241	kg	4810	kg	300	27	3100	kg	5241	kg	4810	kg	300	27	3100	kg	5241	kg	4810	kg	300	27

Steering Gear, Steam *yes, efficient.* Steering Gear, Hand *yes, efficient.*

Boats *2 lifeboats* Steering Chains, Size and Test *9/8, 34 tons* Windlass *steam, efficient.*

Ceiling in Hold *thickness and material 2 1/2" pine on floors* Cargo Battsens, thickness, material and spacing *none*

Cargo Hatchways, (Upper Deck) *Steel plates and angles* Thickness of Hatches *Steel covers*

Size of No. 1 Hatchway (Forward) *13 1/2' x 17 1/2' No. 2 13 1/2' x 17 1/2' No. 3 13 1/2' x 17 1/2' No. 4 13 1/2' x 17 1/2' No. 5 13 1/2' x 17 1/2' No. 6 13 1/2' x 17 1/2'*

Number of Shifting Beams and/or Fore and Afters *none*

Builder's Signature _____

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *no* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *no* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel was built 1927 at the kilnaker - Flanders - Fiske & Co. to the Rules of the Register of Shipping and under Special Survey of the Germanischer Lloyd. The vessel has now been additionally strengthened in accordance with the requirements embodied in the Surveyor's Letter and as amended on the plans and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk".

The workmanship and riveting throughout examined and found satisfactory. The bottom forward has now been strengthened by fitting double frames as required by the Rules. The painting arrangement examined and found efficient, and no sign of weakness was found. The plate tanks, oil cargo tanks and roller drum have been filled and tested as required by the Rules and were found tight. The air and sounding pipes of all tanks comply with the Rules. Anchors & chain cables have been compared with the Certificates and were found to be in order. General equipment found correct.

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, *21 Nov 1930*

Special Survey Fee £ 28 : 2 : 6 Received by me, *13/2/31*

Travelling Expenses, if any £ 1 : 17 : 6

State whether the Vessel has been built under Special Survey *no*

Certificate to be sent to *Shipping Office* Date of issue *19/1/30*

I am of opinion the Vessel should be Classed *100A1* "Carrying Petroleum in bulk", subject to a 3rd lower anchor of proper weight and test be placed on board.

Signature *Christoph H. Goering* Surveyor to Lloyd's Register of Shipping.

Committee's Minute, *TUE 18 DEC 1930*

Character assigned *100A1 Subject*

Carrying Petroleum in Bulk

L.S. No. 3- 11.30 *Am 11.30 Subject*

09. 5 11.30

FRI. 20 NOV 1931

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.)

complete. The planboard given by the Seelwaffenzeugamt found correctly marked on vessel's sides as follows.

Top of statutory deck line upper edge of stringer plate (Upper deck).
From centre of disc to top of statutory deck line 470 mm.
Fresh waterline above centre of disc 70 mm.
Winterline below centre of disc 30 mm.

One casting Report attached.

Plans returned herewith:

- 1) Midship Section.
- 2) Profile and decks.
- 3) Rudder and sternframe.
- 4) Oiltight bulkheads.
- 5) Shell expansion.
- 6) Framing profile.
- 7) Air and sounding pipes.

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31 ft., R.Q.D. — ft., Bridge — ft., Forecastle 25 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 stk. Steel

Official No. ; Signal Letters R. G. N. M. Is bottom of Vessel coated with cement partly if not give particulars of composition Oil tanks not coated, Peaks and double bottom tank cement also from hold.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	13	58
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	11	42
Double bottom, if under Engines only,	16	14.5	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,			Deep tank, forward,	✓	✓
Double bottom, forward,			Other tanks, if fitted,	✓	✓
Total capacity of double bottom		14.5	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No.

Date

Dates of Surveys held while building

1930. October: 18, 20, 22, 23, 28, 30, 31.
November: 3, 6, 7, 8, 9.

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Has the Steel been tested as required by