

STEEL STEAMER or MOTORSHIP.

AUG 24 1939

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 *14th August, 1939* Port of *Hamburg* No. *24168*Survey held at *Hamburg* Date First Survey *8th February 1938* Last Survey *12th August 1939*On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)* *Steel Single Screw Steam Tanker VACPORT* Machinery aft *✓*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Full Scantling - long. Framing Bracketless* State Type of Erections *P.B. & F. ✓*TONNAGE under Tonnage Deck... *6234.83* CLASS *+ 100A1* State if with freeboard of collision of Class *no* Built at *Hamburg*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓* Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 420.0* Launched *15th June, 1939* Yard No. *774*Total Breadth (greatest moulded) *B 60.0* Builders *Howaldtswerke A. G. Hamburg*Gross Tonnage *6773.84* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 33.0* Owners *Standard Transportation Co. Ltd*Register Tonnage *3970.49* 1st Longitudinal Number (L x D) *= 13860* Managers *✓* (Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 39060* Residence *Union Building, Hong Kong*REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.73* Port of Registry *London*Length *423.3* Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.73* If surveyed while building, afloat, or in dry dockBreadth *60.25* Do. Long Bridge to top of keel *27.0* On stocks, afloat & in dry dockDepth *32.8* Draught Moulded *27.0*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP. mm	Any Departure from Approved Plans to be Noted.		IN SHIP. mm	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>long.</i>		Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{1}{2}$ length amidships to Collision bulkhead	<i>711</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>610</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
IDE FRAMING. <i>aft end m/y space</i>	<i>737</i>	<i>✓</i>	Centre Girder, depth and thickness amidships	<i>1860 x 155</i>	<i>✓</i>
Frame Amidships, Angle, [or]	<i>long. - see particulars of long. framing</i>		" " top Angles	<i>E.W</i>	<i>✓</i>
" " Extends up to	<i>✓</i>		" " bottom Angles	<i>2 @ 100x100x15</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>2 @ 10</i>	<i>✓</i>
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>horizontal 90x90x15.50A. ✓</i>	
Depth of Framing Girder	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous Deck, Angle, [or]	<i>280 90 14</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	<i>✓</i>	
" " Second Continuous Deck, Angle, [or]	<i>280 90 12</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	<i>✓</i>	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
" " in Peaks, Angle or [<i>280 90 11</i>	<i>✓</i>	INNER BOTTOM PLATING <i>m/y space</i>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>✓</i>		Breadth and thickness of Middle Line Strake	<i>400x21-14</i>	<i>✓</i>
State if Frame Joggled	<i>✓</i>		Thickness of remainder in Holds	<i>21-12.5</i>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>yes</i>	<i>✓</i>	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>
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>	BEAMS.		
INGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>long.</i>	
Floors, Depth and thickness at mid-line in Holds	<i>1676 x 12.5</i>	<i>✓</i>	" " in way of Bridge, Angle, [or]	<i>200x90x13</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>no blts</i>	<i>✓</i>	" " Spacing	<i>200x90x11.5</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, [or]	<i>long. blt</i>	<i>✓</i>	Second Deck, amidships, Angle, [or]	<i>230x90x11</i>	<i>✓</i>
" " Through Plate or Intercoastal Plate	<i>✓</i>		" " Spacing	<i>200x90x13</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>		Third Deck, amidships, Angle, [or]	<i>✓</i>	
" " Flat Plate Keel Angles	<i>2 @ 100x100x14</i>	<i>✓</i>	" " Spacing	<i>✓</i>	
Side Keelsons, No. each side	<i>✓</i>		Fourth Deck, amidships, Angle, [or]	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>✓</i>		" " Spacing	<i>✓</i>	
" " Angles	<i>✓</i>		Poop Deck, Angle, [or]	<i>230x90x11</i>	<i>✓</i>
DOUBLE BOTTOM. <i>m/y space</i>	<i>12.5 & as appd.</i>	<i>✓</i>	" " Spacing	<i>200x90x10-13</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>737-762</i>	<i>✓</i>	" " Spacing	<i>610-760</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>no</i>	<i>✓</i>	Bridge Deck, Angle, [or]	<i>long.</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, [or]	<i>230x90x11</i>	<i>✓</i>
			" " Spacing	<i>200x75x10-11.5</i>	<i>✓</i>

PILLARS AND DECKS.

PILLARS, No. of Rows.	In 'tween Decks, Size and Spacing.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
		Breadth.	Thickness.					
Summer Tanks Plating	230 90 11	✓			Stringer Plate, breadth and thickness in way of Bridge	✓		
" " " " " "	230 90 12.5	✓			Thickness of Plating abreast Deck openings in way of Wells	11	✓	
" " " " " "	250 90 12	✓			Thickness of Plating abreast Deck openings in way of Bridge	✓		
" in Hold transverses	685/840 10	✓			Thickness of Plating within line of openings	✓		
" " " " " "	150 90 10	✓			If Sheathed, material and thickness	✓		
Centre Line Bulkhead.					Third Deck.			
Stiffeners and Spacing	7.62, 6A	230 90 11	✓		Stringer Plate, breadth and thickness	✓		
Plating, thickness of	-	380 100 13	✓		If Plated, state thickness	✓		
		11 - 12.5	✓		Fourth Deck.			
STRINGERS AND DECKS.					Stringer Plate, breadth and thickness	✓		
Uppermost Continuous Deck.					If Plated, state thickness	✓		
Stringer Plate, breadth and thickness in Wells	2150 x 17	✓			Poop Deck.			
" " " " " " in way of Bridge	2150 x 20.5	✓			Stringer Plate, breadth and thickness	940 x 9	✓	
" Angle in Wells	180 180 17	✓			Plating, Sheathing, material and thickness	7.5 3" Pine	✓	
Thickness of Plating abreast Deck openings in way of Wells	160 160 17	✓			Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge	235	✓			Stringer Plate, breadth and thickness	990 x 11	✓	
Thickness of Plating within line of openings	11.5	✓			Plating, Sheathing, material and thickness	8 inch	✓	
If Sheathed, material and thickness	✓				Forecastle Deck.			
Second Deck. - Summer Tanks					Stringer Plate, breadth and thickness	890 x 9	✓	
Stringer Plate, breadth and thickness in Wells	1700 x 11	✓			Plating, Sheathing, material and thickness	8.5 inch	✓	

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.					
	AMIDSHIPS.		FORWARD.	AFT.		EDGES.		BUTTS.			
	Breadth.	Thickness.	Thickness.	Thickness.		State if Joggled?	INVERTS.	No. of Rows of Rivets.	RIVETS.	STRAPPED OR LAPPED.	
FLAT PLATE KEEL	1500	24	19	19		double	25 100	✓ 3	25 100	double straps	
" DBLG. (if any)	✓					✓					
BOTTOM PLATING, No. of Strakes	3	16	12.5	12.5		double	22 88	✓ 3	22 88	double straps	
BILGE PLATING, No. of Strakes	2	16	12.5	12.5		double	22 88	✓ 3	22 88	double straps	
SIDE PLATING, No. of Strakes	3	15	11.5	11.5		double	22 88	✓ 3	22 77	lapped	
UPPER DECK, Sheer-strake in Wells	1800	22.5	11.5	11.5		double	25 100	✓ 3	25 100	double straps	
UPPER DECK, Sheer-strake in Bridge	✓					✓					
STRAKE BELOW Sheer-strake in Wells	1450	20	11.5	11.5		double	25 100	✓ 4	25 100	lapped	
STRAKE BELOW Sheer-strake in Bridge	✓					double	22 88	✓ 1	19 66	lapped	
POOP SIDE PLATING	-	12	-	10		single	19 66	✓ 1	19 66	lapped	
BRIDGE SIDE PLATING	-	10.5	-	-		double	22 88	✓ 3	22 77	lapped	
FORECASTLE SIDE PLATING	-	-	10.5	-		single	19 66	✓ 1	19 66	lapped	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

WATERTIGHT BULKHEADS.						FORGINGS and CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel						Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.	
Extending to Upper Deck (See 3 c)						KEEL, Bar	Flat	plate	heel	✓
" Deck next below						STEM	Shoe	East	as app. Jinnery	✓
As per Rule						STERN FRAME	Cast	as	Klöckner	✓
						Propeller Post	Cast	as	Gesabrich	✓
						Rudder	Cast	as	Gesabrich	✓
						Speed of Vessel	12	knots	✓	
						RUDDER—Type	Built up, streamlined	H. W. Hamburg		
						" A x D	1860	✓		
						" Diam. of head	Forg	315	Klöckner, Gesabrich	✓
						" Mainpiece top pintle	250 dia	✓		
						" " heel	250 dia	✓		
						" how constructed	Cast	as app. Knipps-Essen	✓	
						" double or single plate	EW plate	double	13	✓
						" coupling, vertical or horizontal	horizontal	✓		

STEEL.	STIFFENERS.		VERTICAL.		HORIZONTAL.		
	Plating Thickness.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks	10.5	685/914 x 10	2286	180 x 90 x 11	7.62		
" " Second		Face OA 150 x 90 x 11		BA	-854		
" " Third		3 @ 1524 x 11.5	2286				
" " Holds	12.5	Face OA 150 x 90 x 14.5	11.5				
COLLISION " (in Hold)	8.5/13	180 x 75 x 9 BA	230 x 90 x 12.5	7.62	380 x 10 x 9		
AFTER PEAK "	7.5/18	165 x 75 x 8.5	7.62	230 x 90 x 11 BA	190		
		340 x 100 x 14 BA	7.62	200 x 75 x 10.5			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin, Open heart*
Mannesmann-Röhren-Werke, Thyssen-Hütte, Klöckner-Werke, Halmische Werke, Deutsche Rohrenwerke
Mitteldeutsche Stahl-Walzwerke, Gutehoffnungshütte, Dillinger Hüttenwerke, Geisweider Eisenwerke
 Has the Steel been tested as required by the Rules? *yes*

No. 276

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To the Secre



VACPORT PARTICULARS OF LONGITUDINAL FRAMING. *Hamburg Rpt No. 24168*

— Bracketless - ends electric welded

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.

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Ante HX

+ Amb. 8; 29

at 2, 1 pt, 6.2

Lloyd's Register
Foundation

121653 - 007 $\frac{2}{3}$

EQUIPMENT No. 40365										LETTER	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.			Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Owts.	qrs.				lbs.	
25032	1st Bower ...	77	3	21	✓	✓		57	12	2	0	✓	"Union" Stockless	✓	LPH-LW 23-11-38
25031	2nd " ...	68	3	7	✓	✓		53	5	0	0	✓	"	✓	" " 22-11-38
25030	3rd " ...	64	1	7	✓	✓		50	15	0	0	✓	"	✓	" " 22-11-38
	Collective weight.	211	0	7	✓							194½	"		" " 22-11-38
25033	Stream	27	1	0	✓	✓		26	11	1	0	✓	19 ex stock	✓	LPH-LW 23-11-38

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 and size supplied.	Length and size per Table 53.
	Fathoms.	Ins.	Tons.	qrs.	Owts.	qrs.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.		
89425	270	2	1008	141	568-0-15	720¾	270	25¼	S.L. TAYCO	J. Taylor & Sons	L.P.H.-N. 15-9-38	6x24 TOWLINE	120	4¾	64.6	120	4¾	✓	✓
												HAWSERS & WARPS	2@90	8	man.	2@90	8	✓	✓
													2@90	7	"	2@90	7	✓	✓
Stream	90	5	52.8	-	-	-	90	5	6x12										

Steering Gear, Type (Power or hand) *Steam, Atlas Werke, efficient* Alternative Means of Steering *Blocks & tackles, efficient*

Steering Chains (Size and Test) *✓* Windlass *Steam, Atlas Werke, efficient* Boats *2 Steel, 20' x 6.75 x 2.6'*
2 " 20' x 6.75 x 2.7'

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *Built steel coamings, efficient* Thickness of Hatches *Steel O.T. covers, 12.5 mpa*

Size of Hatchways No. 1 (Fwd.) *7' x 10'* No. 2 *16' x 4'* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature *HOWALDTSWERKE Aktiengesellschaft*
von Kumber 1900 Schreier

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) 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 *Oil tanker* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates and in conformity with the Society's Rules for the class contemplated. ✓
The workmanship and materials are good. ✓
The bulheads, decks, double bottom, peaks, oil cargo tanks, oil fuel bunkers & cofferdams have been tested in accordance with the Rule requirements. The freeboards assigned by the Committee have been verified and cut in on the vessel's sides. ✓
The steering gear and windlass have been tried out with satisfactory results. Oil fuel F.P. above 150°F is carried in deep tanks at fore & after ends of the ship. ✓

The vessel is fitted with wireless telegraphy, direction finding apparatus, echo sounding device and gyro compass.

The amount of Entry Fee *Mks: 200.-* Fees applied for, *27th Aug 1939* (Special notations, where part of class, to be stated.)

Special Survey Fee.... *Mks: 11080.-* Received by me, *Refund - 5000*

Travelling Expenses, if any *Mks: 255.-* *12. 3. 19* I am of opinion the Vessel should be Classed *+100A1* ✓
Freeboard Mks: 340.- *Carrying Petroleum in Bulk*

State whether the Vessel has been built under Special Survey *yes* Signature *R. B. Shephard*
 Certificate to be sent to *Hamburg Office* Date of issue *13/10/39* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE 29 AUG 1939*

Character assigned *+100A1*

Carrying Petroleum in bulk
Fitted for oil fuel 8.39 F.P. above 150°F
Lloyd's Assoc.
20. 3. 19
20. 3. 19

The Surveyor is requested not to write on or below the Committee's Minutes.

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 ship: S.S. COIMBRA, Messrs Howaldtswerke No 756, Ham Rpt No. 22443

Attached herewith: Particulars of longitudinal framing
Interim certificate
6 test certificates
Approved plans, & plans as built, with list.

PARTICULARS OF ELECTRIC WELDING (if employed)

Extent as shown on approved plans, using electrodes of approved types, those used for parts of primary structural importance complying with Sect 4, paras 1-9 of the Rules for the Application of Electric Arc Welding to Ship Construction.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Carrying Petroleum in Bulk, longitudinal framing - bracketless system; Fitted for oil fuel, F.P. above 150°F; cruiser stern; Machinery aft; D.F., E.S.D., G.C.

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

Head 50:3:18, J.Q. 1205, 20.10.38; Shank 26:3:27, J.Q. 1209, 20.10.38
1st Bower
2nd " 45:0:25, J.Q. 1206, 20.10.38; " 23:2:12, J.Q. 1210, 20.10.38
3rd " 41:3:16, J.Q. 1207, 20.10.38; " 22:1:19, J.Q. 1211, 20.10.38
Stream 18:1:24, J.Q. 1208, 20.10.38; " 8:3:1, J.Q. 1212, 20.10.38

PARTICULARS FOR RECORD in the REGISTER BOOK.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 167309

Signal Letters M.P.M.T.

Extreme Breadth over Belting (Circ. 1611)

Over-all Length (Circ. 1703)

433.5

No. and Material of Decks

Two decks - steel

Parts of Bottom of Vessel coated with cement or approved composition

Oil tanks not coated.

Peak tanks & double bottom tanks - bitumastic

pt. asp.

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.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	70.9	210	Fore peak tank,	-	230
Double bottom, under Engines and Boilers,	-	-	After peak tank,	-	45
Double bottom, if under Engines only,	-	-	Deep tank, aft,	28.0	752
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	70.9	210	Other tanks, if fitted,	-	-
Total length (if continuous) and Capacity	70.9	210	(If necessary, furnish further information by sketch.)	-	-

Order for Special Survey No. 216

Date

9-8-37

Dates of Surveys held while building

1938. Feb 8, 16, 23; Mar 2; May 23, 25, 31; June 10, 22, 25, 28, 29, 30; July 2, 6, 10, 14, 16, 19, 20, 25, 26, 29; Aug 2, 5, 8, 16, 24, 27, 30, 31; Sept 1, 5, 8, 13, 16, 20, 22; Oct 6, 10, 12, 14, 19, 21, 24, 27; Nov 1, 7, 9, 15, 19, 22, 24, 28, 30; Dec 2, 6, 8, 12, 15, 19, 21; 1939 Jan 3, 6, 9, 13, 16, 18, 24, 26, 30; Feb 1, 3, 8, 13, 16, 22, 27; Mar 3, 9, 13, 16, 21, 24, 28, 31; April 5, 6, 12, 13, 15, 18, 24, 27; May 2, 5, 8, 9, 11, 12, 15, 17, 19, 20, 22, 24, 25, 26, 30; June 1, 5, 6, 7, 8, 9, 10, 13, 14, 15, 16, 19, 21, 23, 29; July 5, 10, 13, 19, 24, 26; Aug 1, 7, 8, 12. Total No. of Visits 134.