





## 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.
<b>PILLARS</b> , No. of Rows.....	✓					Stringer Plate, breadth and thickness in way of Bridge .....	80		45	✓	
„ in 'tween Decks, Size and Spacing.....	✓					Thickness of Plating abreast Deck openings in way of Wells .....			43	✓	
„ „ „ „ „	✓					Thickness of Plating abreast Deck openings in way of Bridge .....	✓				
„ in Holds „ „	✓					Thickness of Plating within line of openings...	✓				
„ „ „ „ „	✓					If Sheathed, material and thickness .....	No sheathing	✓			
<b>Centre Line Bulkhead.</b>						<b>Third Deck.</b>	✓				
Stiffeners and Spacing.....		2	9	3½	44	Stringer Plate, breadth and thickness.....	✓				
		15	41	44	62						
Plating, thickness of .....		43	41	38	41	If Plated, state thickness.....	✓				
		43	41	38	41						
<b>STRINGERS AND DECKS.</b>						<b>Fourth Deck.</b>	✓				
<b>Uppermost Continuous Deck.</b>						Stringer Plate, breadth and thickness.....	✓				
Stringer Plate, breadth and thickness in Wells		62			68						
„ „ „ „ in way of Bridge		62			82	If Plated, state thickness .....	✓				
„ Angle in Wells .....		6	6		68	<b>Poop Deck.</b>	34		34	✓	
Thickness of Plating abreast Deck openings in way of Wells .....						Stringer Plate, breadth and thickness .....	28		5x22	✓	
Thickness of Plating abreast Deck openings in way of Bridge .....						Plating, Sheathing, material and thickness ..	41		42	✓	
Thickness of Plating within line of openings...	✓					<b>Bridge Deck.</b>	34		5x22	✓	
If Sheathed, material and thickness .....	No sheathing					Stringer Plate, breadth and thickness.....			36	✓	
<b>Second Deck.</b>						Plating, Sheathing, material and thickness ..	36		32	below roundlass	
Stringer Plate, breadth and thickness in Wells...		80			45						

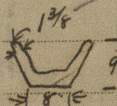
## SHELL PLATING.

SCANTLINGS.						RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No.</i>			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.			
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.			
FLAT PLATE KEEL .....	66	.94	.82	.76	✓	Double	1	4	✓	5	1	4½	Lapped	
" DBLG. (if any) ✓														
BOTTOM PLATING, No. of Strakes ..... {	2 @	.40	.60	.50	2 strakes next keel increased .06	Double	7/8	3½	✓	4	7/8	3½	✓	Lapped.
	1 @	.64	.60	.50										
	1 @	.64	.50	.50										
BILGE PLATING, No. of Strakes ..... {	1	.66	.52	.50	✓	Double	7/8	3½	✓	4	7/8	3½	✓	Lapped
SIDE PLATING, No. of Strakes ..... {	3	.62	.48	.48	✓	Double	7/8	3½	✓	4	7/8	3½	✓	Lapped
UPPER DECK, Sheer- strake in Wells..... {	74	.86	.48	.48	✓ 72	Double	1	4	✓	5	1	4½	✓	Lapped
UPPER DECK, Sheer- strake in Bridge ... {		.99				Double	1½	4½	✓	5	1½	5	✓	Lapped
POOP FRONT. STRAKE BELOW Sheer- strake in Wells..... {	82	.74	.48	.48	86	Double	1	4	✓	4	1	4	✓	Lapped.
STRAKE BELOW Sheer- strake in Bridge ... {		.74												
POOP SIDE PLATING .....				48-40	✓	Double T Single	7/8 ¾	3½ 3		2	¾	2 5/8	✓	Lapped.
BRIDGE SIDE PLATING ...	.50					Double	¾	3		2	¾	2 5/8	✓	Lapped
FORE'C'TLE SIDE PLATING			.42			Single	¾	3		2	¾	2 5/8	✓	Lapped

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)		16 ✓				
" Deck next below		5 to 2 <sup>nd</sup> DK. ✓				
As per Rule		✓				
		STIFFENERS.				
		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'HD.	Upper tween decks	✓				
"	Second "	✓				
"	Third "	✓				
"	Holds .....	37 57	2 webs 65 x 46	8' 12-6"	8.3.382 17.48.4.4.682	30
"	"	30 56	9.35.40L	22	10.35.46L	30
COLLISION	" (in Hold) .....	28 53	9.35.40L	30	9.35.40L	
AFTER PEAK	" " .....					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	PLATE			
<b>STEM</b> .....	FORGING	$10\frac{1}{2} \times 2\frac{7}{8}$	B. W.	
<b>STERN FRAME</b> {				
Propeller Post	T.S.			
Rudder	CASTING			
<b>RUDDER—A x D</b> .....	558.9			
<b>Speed of Vessel</b> .....	11			
<b>RUDDER</b> mainpiece at head ...	FORGED	$11\frac{3}{4}$		
" " heel ...	STEEL	$8\frac{3}{4}$		
" how constructed ...	4. ARMS KEYED & SHRUNK ON			
" double or single plate	SINGLE			
" 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) ANGLES - VEREINIGTE STAHLWERKE, HOERDER VEREIN ✓, PLATES - MANNESMANNRÖHREN WERKE, HOCKINGEN 9 AUG. THYSSEN-HUTTE, MULHEIM  
CHANNELS - STAHL-UNION-EXPORT, DUSSELDORF.  
Has the Steel been tested as required by the Rules? Yes.

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



EQUIPMENT No. 43110										LETTER 67	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.	
1161	1st Bower ...	72	3	8	56	16	0	0	72 1/2			Rotterdam 21/1/28 P. F. Willems
1160	2nd „ ...	72	1	20	55	0	0	0				ditto
1162	3rd „ ...	63	0	10	50	7	0	0				ditto
	Collective weight.	208	1	10					207			
1163	Stream .....	20	3	0	5	1	0	0	20 1/2			Rotterdam 25/1/28 P. F. Willems

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.			
	Fathoms.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Fathoms.	Diam.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
46	300	2 3/8	100.4	140.5	906.7	844.7	300	2 3/8	Steel Link	Borsigwerk AG	Borsigwerk AG. 15/12/27	TOWLINE	130	5 1/2	7 1/2	130	5 1/2		
			(102000 kg)	(142800 kg)	(46060 kg)						A. Jung.	HAWSERS & WARPS	2 @ 100	2 1/2	15 1/2	2 @ 100	2 3/4		
												"	2 @ 100	2 1/4	15 1/2	2 @ 100	2 3/4		
Iron Stream Chain or Steel Wire	120	5		57			120	5				"							

Steering Gear, Steam *John Hastie - Electric Hydraulic* Steering Gear, Hand *J. Hastie - direct*

Boats *2 @ 18'0" x 5'9" x 2'6"* Steering Chains, Size and Test *2 1/2 W.P.* Windlass *EMERSON WALKER. STEAM.*

Ceiling in Holds, thickness and material *2 1/2 W.P.* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways. (Upper Deck) *26 @ OIL TIGHT 6' x 4' x 32"* Thickness of Hatches *40*

Size of No. 1 Hatchway (Forward) *11'3" x 12'6" x 3 1/2"* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *1 IN No. 1.*

AKTIESELSKABET  
BURMEISTER & WAIN'S MASKIN- OG SKIBSBYGGERI  
Builder's Signature *[Signature]*

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 *IS A TANKER*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*This vessel has been built according to the approved plans, Secretary's letters and to the Rules of this Society.*

*The workmanship is to my satisfaction.*

*The vessel is intended to carry petroleum in bulk; the oil tanks, oil fuel and lubricating oil tanks, cofferdams and peak tanks have been tested according to the Rules and found satisfactory.*

The amount of Entry Fee *Kr. 182.00* Fees applied for, *18.9.1928*

Special Survey Fee *Kr. 10673.60* Received by me, *15.10.28*

Late fees *Kr. 60.00*

Travelling Expenses, if any *Kr. 12.00*

I am of opinion the Vessel should be Classed *+ 100 A1*

State whether the Vessel has been built under Special Survey *Yes.* Signature *J. G. Buchanan*

*H.M.* Certificate to be sent to *Surveyor's Office Copenhagen.* Date of issue *4/10/28*

CARRYING PETROLEUM IN BULK  
LONGITUDINAL FRAMING  
BRACKETLESS SYSTEM  
CRUISER STERN

Committee's Minute *TUE. 2 OCT 1928*

Character assigned *+ 100 A1. Carrying Petroleum in Bulk*

*Lloyd's A.C.P. + L.M.O. 8.28 Cr.*

*Oil Engines 25 H.P. 180 lb.*

*Not longitudinal framing - Bracketless system*

Lloyd's Register  
Foundation  
W400-0056(2131)



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.)

Midship Section as built.  
Stern post & Rudder  
approved plans.

Midship Section  
Profile and Decks  
Section thro' Machinery Space and Fore Hold.  
Transverse in Pump Room.  
Oil fuel bunker bulkheads.  
Bruiser Stern, boss frames and after peak  
Stiffening of O.T. Bids in way of main pipe line  
Detail of shell doublings  
after peak Bulkhead  
Fore peak Bulkhead  
Snipe and riveting attachment of Longitudinals  
Stern frame & Rudder  
Boss Brackets

Being retained  
for Sister vessel

No 549

Motor Seating

Certificates - 1 - Shaft Brackets  
1 - Stern Frame  
1 - Rudder Head  
1 - Rudder Main piece  
1 - Liller  
1 - Interim certificate

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

1st Bower 40.2.13 : M.K. : 12 : 30/11/24  
2nd ,, 40.1.14 : N.K. : 11 : 30/11/24  
3rd ,, 37.0.4 N.K. : 13 : 30/11/24

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93.42 ft., R.Q.D. ✓ ft., Bridge 28.0 ft., Forecastle 42.33 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) 2 dks (SPL) & web frames.

Official No. ✓ ; Signal Letters L.G.S.W Is bottom of Vessel coated with cement No. if not give

particulars of composition FORE PEAK, AFTER PEAK & DOUBLE BOTTOM (RW) - CEMENT WASH.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, F.W	25.0	62	Fore peak tank,	22.1	176
Double bottom, under Engines and Boilers, LUB OIL	5.0	20	After peak tank,	20.11	144
Double bottom, if under Engines only, FUEL OIL	40.0	242	Deep tank, aft, OIL FUEL	5.0	170
Double bottom, if under Boilers only, ✓ 70		✓ 320	Deep tank, forward, OIL FUEL	45.0	518
Double bottom, forward, ✓			Other tanks, if fitted, TOP OF DEEP TANK RT. BOILER OIL.	5.0	48

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

Order for Special Survey No. 548

Date 14/6/27

Dates of Surveys  
held while building

1927 - DEC 28 : 1928 JAN. 4, 21, 28. FEB 2, 4, 13, 15, 23, 27. MAR 5, 13, 19, 21. APR 2, 14, 16, 21, 23  
24, 27, 28, 30 : MAY 7, 11, 12, 16, 18, 19, 23, 25, 29. JUNE 1, 4, 8, 9, 11, 15, 18, 20, 21, 22, 25, 27, 28  
JULY 6, 7, 9, 11, 14 : AUG 9, 11, 16, 18, 20, 24, 25. JULY 17, 18, 20, 24, 26, AUG 7

Total No. of Visits 63



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			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.	
			m/m Ins.	m/m Ins.	m/m Ins.	m/m Ins.	m/m Ins.	m/m Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter. Inches.	
aming of L, L or C .....			150	75	10 L				6	3	40 L									
ames in Bridge 'tween Decks ...			230	90	11 L	180	85	10 L	9	3 1/2	40 L	7	3 1/2	40 L	1/8	5 1/4	5 1/4		6 END	
ames from Uppermost Continuous Deck No. 1			230	90	11 L	180	85	10 L	9	3 1/2	40 L	7	3 1/2	40 L	"	"	5 1/4		RIVETS	
" 2			270	90	13 L	180	85	10 L	10 1/2	3 1/2	44 L	7	3 1/2	40 L	"	"	5 1/4			
" 3			280	90	13 L	180	85	10 L	11	3 1/2	44 L	7	3 1/2	40 L	"	"	5 1/4			
" 4			290	90	14 L	190	85	10 L	11 1/2	3 1/2	47 L	7 1/2	3 1/2	40 L	"	"	4 - 10 Rv.			
" 5			300	90	14 L	220	85	10 1/2 A	12	3 1/2	50 L	8	3 1/2	40 L	"	"	4		SPACED	
" 6			300	90	14 L	230	85	10 A	12	3 1/2	50 L	8	3 1/2	40 L	"	"	4			
" 7			300	90	14 L	220	85	10 F	12 1/2	3 1/2	60 L	9	3 1/2	40 L	"	"	4			
" 8			300	90	16 L	230	90	11 L	12 1/2	3 1/2	60 L	9	3 1/2	44 L	"	"	4			
" 9			15 43 4 4 63 L	250	90	11 L	15 41 4 4 62 L	10	3 1/2	44 L	"	"	3 1/8	"	"	3 1/8		3 1/8		
" 10			15 43 4 4 63 L	250	90	11 1/2 L	15 41 4 4 62 L	10	3 1/2	46 L	"	"	3 1/8	"	"	3 1/8		"		
" 11			15 43 4 4 63 L	250	90	11 1/2 L	15 41 4 4 62 L	10	3 1/2	46 L	"	"	3 1/8	"	"	3 1/8		"		
" 12			17 48 4 4 68 L	270	90	13 L	17 48 4 4 68 L	10 1/2	3 1/2	46 L	"	"	3 1/8	"	"	3 1/8		"		
" 13																				
Bottom Longitudinal			17 54 4 4 68 L			TRANSV.	17 54 4 4 68 L									3 1/8	10 R.			
" 15																				
" 16																				
Spacing of Longitudinal Frames			Amidships .... 30																	
			At Ends ..... 30																	
Double Bottoms			Tank Top Longitudinals	IN MOTOR ROOM. — TRANSVERSE FRAMES & FLOORS.																
L or C			Bottom																	
Spacing of Longitudinals			Amidships																	
			At Ends...																	
Transverses.																				
Bridge			Depth and Thickness	21	38			21	38											
'tween Decks			Face Angles	3" FL.				3" FL.												
			Lugs to Shell	90	90	10		3 1/2	3 1/2	40					3/4	4 1/2				
In			Depth and Thickness	30	40			30	40											
'tween Decks.			Face Angles	90	90	10		3 1/2	3 1/2	40					7/8	4				
			Lugs to Shell	90	90	10		3 1/2	3 1/2	40										
n Hold.			Depth and Thickness	54-60 x 46			54-60 x 46													
			Face Angles	150	90	10		6	3 1/2	40					7/8	4				
			Lugs to Shell	150	150	12		6	6	46										
			Brackets																	
Spacing of Transverse Frames			8-7 1/2	12-3	8-7 1/2															
			JOGGLED																	
ty.																				
Longitudinal			L	Bridge Deck	150	75	8		6	3	32				34					
Beams of			L	Upper	220	85	10		8 1/2	3 1/2	40				30					
L or C			L	Second	240	90	11-5		9 1/2	3 1/2	45				30					
				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.