

## STEEL STEAMER or MOTORSHIP.

Received at London Office

11 OCT 1930

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report 6th October 1930.

Port of

Hamburg

No.

19561

Survey held at

Hamburg

Date First Survey

31st January 1930

Last Survey 30th September 1930.

On the

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

Steel Twin Sc. "SVEABORG"

State Type

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

Full Scantling, longitudinal framing

State Type of Erections

Poop Bridge &amp; Forecastle

TONNAGE under Tonnage Deck...

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

Total

Gross Tonnage

Register Tonnage

REGISTERED DIMENSIONS. FEET.

Length

Breadth

Depth

CLASS + 100 F1.

State if with freeboard as condition of Class

No.

FEET.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 470.0

Breadth (greatest moulded)

B 64.25

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 35.33

1st Longitudinal Number (L x D)

= 16605

2nd Numeral L x (B + D)

= 46802

Framing Depth "d," at middle of length. See Sec. 3 (1d)

V

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.3

Do. Long Bridge to top of keel

V

Draught Moulded

Built at Hamburg

Launched 29th Sept. 1930. Yard No. 489.

Builders Blohm &amp; Co., Hamburg

Owners Stockholms A/B. Svea

Managers

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

Residence Stockholm

Port of Registry Stockholm

If surveyed while building, afloat, or in dry dock

While building on stocks &amp; afloat.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	SEE LONG. FRAM.		Bracket Floors, Frame	V V V
" " from 1/2 length to Collision bulkhead (N.W.A. of DEEPTANK.			" " Reversed Frame	V V V
" " in peaks	6/10		" " Vertical Struts	V V V
DE FRAMING.			Centre Girder, depth and thickness amidships	2130-1690x12-14
Frame Amidships, Angle, [ or [	SEE LONG. FRAM.		" " top Angles	90 90 13
" " Extends up to	V V V		" " bottom Angles	130 130 14.5
Reversed Frame Amidships, Angle	V V V		Side Girders, No. each side and thickness	2 172.
" " Extends up to	V V V		Margin Plate depth (excl. of flange) and thickness	1150-650x13.5
Depth of Framing Girder	V V V		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	ENGINE SEATINGS.
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [	V V V		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	
" " Second 'tween Decks, Angle, [ or [	V V V		" " Gussets, spacing and scantling abaft 1/2 len. from stem	
" " Third " " " "	V V V		" " Gussets, spacing and scantling forward 1/2 len. from stem	
Framing in Peaks, height or [	230 90 M.		Tank Side Brackets, height above base line at toe of Frame and thickness	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	V V V		INNER BOTTOM PLATING.	
State if Frame Joggled	V V V		Breadth and thickness of Middle Line Strake	2586x13.5
ANTING ARRANGEMENTS (Sec. 7), state system and particulars	FORE PEAK. 3 PLATE STRINGER. 980x9. 3 TIERS OF BEAMS. 2 430x90x13.5. 3 WEB FRAMES. DOUBLE BOTTOM FRAMES IN WAY OF DEEPTANK MIDSHIP THICKNESS OF 3 BOTTOM STRAKES CARRIED THROUGH. 2 EXTRA SIDE GIRDER.	Rel Plans.	Thickness of remainder in HULL MOTOR SPACE.	13.5
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and straking in brackets and border keels?	YES.
INGLE BOTTOM.			BEAMS.	
Floors, Depth and thickness at mid-line in DEEPTANK.	990x10.5		Uppermost Continuous Deck, amidships in Wells, Angle, [ or [	SEE LONG. FRAM.
Height of Brackets at side above base line at toe of frame	V V V		" " in way of Bridge, Angle, [ or [	"
Middle Line, THROUGH PLATE or INTERCOSTAL PLATE.	11.5-7.5		Spacing	"
" " Through Plate or Intercostal Plate	V V V		Second Deck, amidships, Angle, [ or [	"
" " Foundation Plate on Floors	V V V		Spacing	"
" " Flat Plate Keel Angles	100 100 13.		Third Deck, amidships, Angle, [ or [	"
Side Keelsons, No. each side	2		Spacing	"
" " thickness of Intercostal Plate	10.5		Fourth Deck, amidships, Angle, [ or [	"
" " Angles	150 75 10		Spacing	"
DOUBLE BOTTOM. IN WAY OF ENGINE SPACE.			Poop Deck, Angle, [ or [	200 75 10
Solid Floors, thickness and spacing	11-13. 650-685		Spacing	610-724.
" " Are Frame and Reversed-Frame joggled?	YES.		Bridge Deck, Angle, [ or [	SEE LONG. FRAM.
Bracket Floors, breadth and thickness at middle line	V V V		Spacing	"
" " breadth and thickness at margin plate	V V V		Forecastle Deck, Angle, [ or [	200 90 13
			Spacing	100 75 9
				610-725



		mm 200000 IN SHIP.			Any Departure from Approved Plans to be Noted.			mm 100000 IN SHIP.			Any Departure from Approved Plans to be Noted.			
<b>PILLARS, No. of Rows.....</b>		✓	✓	✓				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 .....			✓	✓	✓	
" " " " "		✓	✓	✓				Thickness of Plating abreast Deck openings; in way of Bridge .....			✓	✓	✓	
" in Holds " "		✓	✓	✓				Thickness of Plating <del>abreast Deck openings</del> .....			12.0	8.0		
" " " " "		✓	✓	✓				If Sheathed, material and thickness .....			✓	✓	✓	
<b>Centre Line Bulkhead.</b>								<b>Third Deck.</b>						
Stiffeners and Spacing.....		2	280	90	12				Stringer Plate, breadth and thickness.....			✓	✓	✓
		70	180	75	45				If Plated, state thickness.....			✓	✓	✓
Plating, thickness of .....		14.0 - 11.5												
<b>STRINGERS AND DECKS.</b>								<b>Fourth Deck.</b>						
<b>Uppermost Continuous Deck.</b>								Stringer Plate, breadth and thickness.....			✓	✓	✓	
Stringer Plate, breadth and thickness <del>in way of Bridge</del> .....		12.50 x 20						If Plated, state thickness .....			✓	✓	✓	
" " " " in way of Bridge.....		12.50 x 25												
" Angle <del>in way of Bridge</del> .....		150 150 20						<b>Poop Deck.</b>						
Thickness of Plating abreast Deck openings; in way of Wells .....		✓	✓	✓				Stringer Plate, breadth and thickness .....			8.5 22.			
Thickness of Plating abreast Deck openings; <del>in way of Bridge</del> .....		20.0 - 12.0						Plating, Sheathing, material and thickness ...			6.5 WOOD SHEATHED.			
Thickness of Plating within line of openings.....		20.0 - 12.0						<b>Bridge Deck.</b>						
If Sheathed, material and thickness .....		✓	✓	✓				Stringer Plate, breadth and thickness.....			11.00 x 11.			
<b>Second Deck.</b>								Plating, Sheathing, material and thickness ...			7.0 WOOD SHEATHED.			
Stringer Plate, breadth and thickness <del>in way of Bridge</del> .....		16.00 x 12.						<b>Forecastle Deck.</b>						
								Stringer Plate, breadth and thickness .....			9.5			
								Plating, Sheathing, material and thickness ...			9.5 - 9.0			

STRAKES.	SCANTLINGS.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AS IN VESSEL.					State if joggled?	No.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	AMIDSHIPS.		FORWARD.	AFT.			SINGLE OR DOUBLE.	RIVETS.		RIVETS.			
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.		Spacing or to cr.	Diam.		Spacing or to cr.
	<i>Bottom</i> mm.	<i>Bottom</i> mm.	<i>Bottom</i> mm.	<i>Bottom</i> mm.		<i>Bottom</i> mm.	<i>Bottom</i> mm.		<i>Bottom</i> mm.	<i>Bottom</i> mm.			
FLAT PLATE KEEL .....	1330	25,5	20,5	20,5		DOUBLE.	25	100	STRAPPED-3 LAPPED-4	28	100	STRAPPED, ENDS LAPPED.	
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes .....	1330 2100	18,0	18,0	14,5		DOUBLE.	22	88	4 ATTENDS 3.	22	90	LAPPED.	
BILGE PLATING, No. of Strakes .....	2010 1720	18,0	15,0	14,5		"	22	88.	4 ATTENDS 3.	22	90	"	
SIDE PLATING, No. of Strakes .....	1330 2010	17,5	13,0	14,0		ONE ROW ONE ROW	22 25	88 88	4 ATTENDS 3.	22 22	90 80	"	
UPPER DECK, Sheer-strake <del>in</del> <i>in</i> .....	1400	25,5	13,0	12,0		DOUBLE	25	100	STRAPPED 3 LAPPED-4	28 25	126 100	STRAPPED ENDS LAPPED.	
UPPER DECK, Sheer-strake in Bridge ...	1400	29,0	✓	✓		"	25	100	3	28	126	STRAPPED.	
STRAKE BELOW Sheer-strake <del>in</del> <i>in</i> .....	2000	20,5	13,0	12,0		UPPER EDGE DOUBLE LOWER EDGE ONE ROW	25 25	100 88	4 ATTENDS 3	22 22	90 80	LAPPED.	
STRAKE BELOW Sheer-strake in Bridge ...	2000	20,5	✓	✓		UPPER EDGE DOUBLE LOWER EDGE ONE ROW	25 25	100 88	4	22	90	"	
POOP SIDE PLATING .....	✓	10,5	✓	✓		SINGLE	22	88	1*2	22	80	"	
BRIDGE SIDE PLATING...	✓	13,0-11,0	✓	✓		"	22	88	2*3	22	80	"	
FOREC'TLE SIDE PLATING	✓	11,0	✓	✓		"	22	88	1	22	80	"	

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

Extending to Upper Deck (Sec. 3 c)	16.
"    Deck next below	1.
As per Rule	YES.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	FLAT	KEEL PLATE.	CUTENORP.	
STEM .....	FORGING.	265x70	WITTS. OBERN. BLANKENB.	

		Plating Thickness.	STIFFENERS.		
			VERTICAL.	HORIZONTAL.	
			Scantlings, Spacing.	Scantlings / Spacing.	
MIDSHIP				2 200x75x12	9.15
MIDSHIP BULK'D, Upper tween decks		9.5		2 200x75x9	9.15
AT SIDES		9.5		2 200x90x13	9.15
"	" Second "			2 200x75x10	9.15
"	" Third "				
"	" Holds .....	14-9.5	PLATE 1/4" x 24" x 96" (2)	2 200x75x10	9.15
COLLISION				2 165x75x15	6.10
"	" (in Hold) .....	12-8.5	2 200x90x15	70	6.10
AFTER PEAK				2 165x75x15	6.10
"	" .....	12-7.5	70	2 200x75x12	6.10

<b>STERN FRAME</b>	Propeller Post .....	<i>r</i>	<i>r</i>	<i>r</i>
	Rudder " .....	<i>CASTING</i>	<i>290 x 86.</i>	<i>BLOWN &amp; VOSS.</i>
<b>RUDDER—A x D.....</b>		<i>2287</i>		
<b>Speed of Vessel.....</b>		<i>11.5 Km.</i>		
<b>RUDDER</b> mainpiece at head ...	<i>FORGING</i>	<i>34820</i>	<i>HANSELS</i>	
" " heel ...		<i>26020</i>	<i>LEB.</i>	<i>HUSSELDORF</i>
" how constructed .....	<i>ORDINARY</i>	<i>RUDDER</i>		
" double or single plate	<i>SINGLE PLATE</i>	<i>29.52.</i>		
" coupling, vertical or horizontal .....	<i>HORIZONTAL.</i>	<i>6 COUPLING BOLTS</i>	<i>4 "</i>	

[illegible]

EQUIPMENT No. _____										LETTER <u>dt</u>		ANCHORS. <u>38.15.</u>		
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.			
		Cwts.	qrs. lbs.	Cwts.	qrs. lbs.	Tons.	cwts.	qrs. lbs.	Cwts.					
<u>2283.</u>	1st Bower ...	<u>80</u>	<u>2</u>	<u>2</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>59</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>Garrison Bower anchor</u> <u>O. Garrison &amp; Co.</u> <u>Glasgow.</u>	<u>Inspected 23.3.30. Harco.</u> <u>London.</u>	
<u>2284.</u>	2nd „ ...	<u>80</u>	<u>0</u>	<u>6</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>59</u>	<u>0</u>	<u>0</u>	<u>0</u>		<u>A. Cott.</u>	
<u>2285.</u>	3rd „ ...	<u>79</u>	<u>0</u>	<u>5</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>58</u>	<u>6</u>	<u>1</u>	<u>0</u>		<u>„</u>	
	Collective weight.	<u>239</u>	<u>2</u>	<u>13</u>									<u>„</u>	
<u>2298.</u>	Stream ...	<u>23</u>	<u>1</u>	<u>20</u>	<u>6</u>	<u>0</u>	<u>12</u>	<u>23</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>235</u>	<u>Garrison Stock Anchor.</u>	<u>Inspected 4.9.30. Harco.</u>

[illegible]

Steering Gear, ~~steam~~ *efficient, electric driven.* Steering Gear, *Hand*

Boats Steering Chains, Size and Test *No chain.* Windlass *efficient.*

Ceiling in Holds, thickness and material Cargo Battsens, thickness, material and spacing

Cargo Hatchways.—(Upper Deck) *Steel plates & angles.* Thickness of Hatches *Steel hinged covers.*

Size of ~~Main~~ Hatchways (~~Bottom~~) *1830 x 915.* No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 " ✓  
(40.)

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

BLOHM & VOSS  
KOMMANDITGESELLSCHAFT AN THEIL  
*Kahn*

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements for vessels "carrying oil in bulk with longitudinal framing."

The workmanship throughout is of the best description for this type of vessels, all parts conforming well with each other without use of any packing and efficiently riveted together. - The peak tanks, deep tank and double bottom tanks have been filled and tested as required by the Rules and cofferdams, oil tanks and fuel oil tanks have been filled and tested with a pressure of 8 feet above the highest point of expansion tanks and were found perfectly tight. The air & sounding pipes of all tanks comply with the Rules. The painting arrangement and strengthening of the bottom forward have been carried out as approved. The steel material used in the construction of the vessel

The amount of Entry Fee ..... £ 11: 0: 0

Special Survey Fee ..... £ 640 7: 0

Travelling Expenses, if any £ 6 13: 0

5% of fees - £ 32 11: 0 or to (set)

State whether the Vessel has been built under Special Survey yes.

Certificate to be sent to Han

Date of issue 13/3/31

Fees applied for, 9.2.1931

Received by me, 20.2.1931

I am of opinion the Vessel should be Classed + 100 A 1.

Large Exhaust in bulk, longitudinal framing.

Signature S. Chisholm Friedrich Chisholm

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 13 MAR 1931 TUE 30 JUN 1931  
Character assigned + 1000s (m. l. 8316)

*Larynx Petroleum in bulk*

Floris Arch, + dmb 2.31 oil Sol

CL, 200-150 B

Write for ~~for~~ Mds. © 2020

W439-0235(2/3)



# PARTICULARS OF LONGITUDINAL FRAMING. *BLOHM & VOSS No. 489* *"M.S. 'SVEABORG'."*

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.			
		1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	1000.	
Framing of L, L or C .....																					
Frames in Bridge Decks ..																					
Frames from Uppermost Continuous Deck																					
	L No. 1	180	75	8										22	135	135	5.	22			
	L " 2	200	90	11										25	150	150	8.	22			
	L " 3	200	90	11										22	135	135	9.	22			
	L " 4	200	90	13										22	135	135	8.	22			
	L " 5	230	90	11										22	135	135	9.	22			
	L " 6	250	90	11										22	132	9 a 100.	10.	22			
	L " 7	250	90	11										22	132	9 a 100.	10.	22			
	L " 8	250	90	12										22	132	9 a 100.	11.	22			
	L " 9	250	90	14										22	132	9 a 78.	11.	22			
	L " 10	280	90	12										22	132	9 a 78.	14.	22			
	L " 11	300	90	13.5										22	132	9 a 78.	12.	22			
	BOTTOM L " 11	350	100	14/16										22	135	9 a 67.	18	22			
	L " 12	350	100	14/16										22	135	9 a 67.	18	22			
	L " 13	350	100	14/16										22	135	9 a 67.	18	22			
	L " 14	350	100	14/16										22	135	9 a 67.	18	22			
	L " 15	350	100	14/16										22	135	9 a 67.	18	22			
	FRAME 16 TO 19 L " 16	350	100	14/16										22	135	9 a 67.	18	22			
Spacing of Longitudinal Frames		Amidships .....			At Ends .....																
Double Bottoms		Tank Top Longitudinals			Bottom																
L, L or C																					
Spacing of Longitudinals		Amidships			At Ends...																
Transverses.																					
In Bridge		Depth and Thickness																			
In Bridge		Face Angles .....																			
In Bridge		Lugs to Shell* .....																			
In Bridge		400 x 9.5																			
In Bridge		FLANGED 90°																			
In Bridge		90 90 10																			
In Bridge		495 x 10																			
In Bridge		90 90 10.5																			
In Bridge		90 90 10																			
In Bridge		1015-915 x 12																			
In Bridge		150 90 12.5																			
In Bridge		150 150 12																			
In Bridge		1715 x 2055 x 12																			
In Bridge		2380-3005																			
In Bridge		165 x 75 x 9.5																			
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the Plans should be embodied.)  
has been made at works approved and tested by the Society's Surveyors in accordance with the Rules.

anchors and chain cables have been compared with the certificates and found in order.  
Sister vessel "Kaja Kuntzen" yard No. 789. Hamburg Report No. 19522.

The vessel has been towed to Gothenburg for installation of Machinery. The tonnage measurements will be carried out at Gothenburg and freeboard assigned and in addition it remains to lay wood decks and complete the wood work outfit, mast & rigging also to supply the equipment of steel wire ropes, hawsers and warps.

The Surveyors at Gothenburg have been advised accordingly.

4 Test certificates attached. The following approved plans returned herewith.

- No. 1. Stemframe & Rudder.
- No. 2. Shell expansion & riveting.
- No. 3. Web frames in Machinery space - Frames 10-40 etc.
- No. 4. Double bottom & engine seatings.
- No. 5. Propeller brackets.
- No. 6. After peak.
- No. 7. Shell expansion.
- No. 8. Fuel oil bunker, after cofferdam.
- No. 9. Fore end section, frame 80 to stem incl. deep tank.
- No. 10. Forward cofferdam.
- No. 11. Poop & fore-castle deck.
- No. 12. Revised plan of upper deck.
- No. 13. Cargo hatch of fore dry cargo hold.
- No. 14. Bridge front bulkhead.
- No. 15. Stem.

The approved plans of Midship section & Profile have already been sent. (See Hamb. letter dated 23rd Septemb. 1930.)

Midship section and Profile & decks of the vessel as built are attached.

Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Head 52.0.24. cwt. drop test 12 feet. No. 8067. Hanss. Busseldorf. 16.6.30.
		Weight of Shank 23.0.26 " " " 12 " " " 810. " " 30.7.30.
	2nd "	Head 51.2.5 " " " 12 " " " 8068. " " 16.6.30.
		Shank 23.1.40 " " " 12 " " " 811. " " 30.7.30.
	3rd "	Head 51.0.25 " " " 12 " " " 8291. " " 30.7.30.
		Shank 22.3.23 " " " 12 " " " 612. " " 30.7.30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 109.4 ft., R.Q.D. 1 ft., Bridge 30.4 ft., Fore-castle 46.0 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated NO.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One dck. steel. 2nd dck. form. & aft.

Official No. ; Signal Letters Is bottom of Vessel coated with cement pt. com. if not give particulars of composition cargo tanks, cofferdams & oil fuel tanks not coated. Fore & after peak tanks and F.W. tanks cement.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	27.1	205.
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	19.0	83.
Double bottom, if under Engines only, AFT.	67.0	286	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	38.0	426.
Double bottom, forward,	✓	✓	Other tanks, if fitted,		
Total capacity of double bottom		286.	(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.	1930. Jan. 31. Feb. 8, 10, 13, 18, 28. March 3, 5, 10, 11, 21, 24, 25, 26. April 3, 4, 10, 44, 15, 17, 23, 24, 26, 30. May 2, 6, 8, 9, 13, 16, 17, 20, 21, 26, 27, 31.
Date	June 2, 11, 16, 21, 25 July 1, 2, 14, 16, 18, 22, 23, 24, 26, 28, 30. August 1, 4, 6, 11, 14, 18, 21, 25, 26, 27, 28, 30. Sept. 1, 2, 3, 8, 9, 10, 11, 12, 15, 16, 19, 22, 25, 27, 29, 30.

For S.S.O.F. please see FE Rpt 55 Kaja Kuntzen "Hamm 19522"

pt. 8.

REF

Date of writing 1

No. in Reg. Book. 92455 sup

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