

FRA

Framing of L  
Frames in Bridge  
Frames from Upper  
DeckSpacing of  
Longitudinal  
FramesDouble  
Bottoms  
L.L. or C

Spacing of Longitud

Transve

In Bridge  
'tween DecksIn  
Upper 'tween  
Decks.

In Hold.

Spacing of Transver

Longitudinal  
Beams of  
to L.O.E

500.12.27.-T.

MIDSM

COLLIST

AFTER

STEEL

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.)

brackets, Transverse framing after end, Stern frame & Rudder, Tank top plating etc. in machinery space. After peak bulkhead, cofferdam & Oil fuel bunkers. After fore and pumping. After end framing webs stringers etc. Riveting list. Poop front. Forepeak & chain locker, Transverse framing in fore deep & fore hold. Fore cofferdam bds. b.s. Quadrant & Siller, together with midship section, Profile & decks as built and 6 forging & casting certificates. Please return plans to Sunderland office for sister vessel now building.

The vessel was placed in Messrs Greenwells dry dock, Sunderland, on the 30th of September 1930, the bottom rudder cleaned, examined found in good condition, and now repainted.

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

1st Bower	52.0.0 including pin	M.K.	110	12.6.30
2nd "	51.3.21	M.K.	113	12.6.30
3rd "	39.1.21	M.B.	4116	26.5.30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101.8 ft., R.Q.D. 1 ft., Bridge 32.0 ft., Forecastle 44.1 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 (etc) web frames and longitudinal framing.  
Official No. : Signal Letters : Is bottom of Vessel coated with cement no if not give particulars of composition except in peaks. Pump room feed water & dry oil tanks in Eng room, cofferdams where Portland cement is fitted.

## PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,	7.4.4	22.5	336	25	263
Double bottom, if under Engines only,	Oil fuel	32.5	140	14	103
Double bottom, if under Boilers only,	dry	10.0	Deep tank, aft,		
Double bottom, forward,	65.0		Deep tank, forward,	33.12	424.5
			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 5736  
Date 17.10.29  
Dates of Surveys held while building  
29 Oct. 30. Nov. 5. 6. 7. 12. 14. 19. 22. 27. 29. Dec. 4. 6. 9. 11. 13. 17. 19. 24. 30. 1930. Jan. 3. 6. 8. 14. 15. 17. 21. 23. 28. 30. Feb. 4. 6. 10. 12. 18. 20. 21. 25. 26. 28. Mar. 3. 5. 6. 10. 12. 14. 19. 21. 25. 27. 28. Apr. 1. 3. 4. 5. 9. 10. 11. 14. 16. 17. 23. 24. 28. 29. May. 1. 5. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 20. 22. 23. 26. 28. 29. 30. June 2. 3. 5. 6. 10. 11. 12. 13. 16. 17. 18. 19. 20. 23. 24. 27. 30. July. 1. 2. 3. 4. 7. 8. 9. 10. 11. 14. 15. 16. 17. 21. 22. 23. 25. 28. 30. Aug. 1. 5. 7. 20. 29. Sep. 6. 1. 2. 9. 11. 12. 15. 17. 18. 19. 21. 23. 24. 25. 26. 27. 30. Oct. 1.  
Total No. of Visits 142

Rpt. 4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 30472

3 OCT 1930

Date of writing Report 2 OCT 1930 Port of Sunderland.  
No. in Survey held at Sunderland Date, First Survey 28 Jan '30 Last Survey 1st Oct 1930  
Reg. Book. Single on the Twin Triple Quadruple Screw vessel "THORSHOLM"  
Built at Sunderland By whom built Sir James Laing & Partners Yard No. 709. When built 1930

Tons Gross 6748 Net 4046

No. 17 When made 1930.  
No. 209A When made 1930.  
longing to Sandefjord.  
Is Electric Light fitted for.

COPY.

Lloyd's Register of Shipping.



Port SUNDERLAND

20th September 1930.

This is to Certify that I have

Surveyed the Boiler and Machinery of the Steel Motor Vessel

"THORSHOLM" 6748 tons gross, of Sandefjord Norway, during construction

"THORSHOLM."

Sld. 30472

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 10.30 C-L

Oil Engines 25C.S.A. 49. 23 $\frac{5}{8}$ " - 91 $\frac{5}{16}$ "  
NHP 687 2DB. 150 $\frac{1}{2}$ .

7/10/30.  
W89-02131

Harbottle  
Engineer Surveyor to Lloyd's Register.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

High Pressure Air Receivers, No. 2 Cubic capacity of each 220 cu ft Internal diameter 3' 6" thickness 1"  
Seamless, lap welded or riveted longitudinal joint Material Steel Range of tensile strength 28 to 32 Working pressure by Rules 610 LBS.  
Starting Air Receivers, No. 2 Total cubic capacity 220 cu ft Internal diameter 3' 6" thickness 1"  
Seamless, lap welded or riveted longitudinal joint Material Steel Range of tensile strength 28 to 32 Working pressure by Rules 610 LBS.

2 Single or double acting Simple  
No. of cranks 4, 3 throw.  
ring between each crank for.  
ad of fuel used Fuel oil.  
Thickness parallel to axis 200 $\frac{1}{2}$   
Thickness around eye hole 140 $\frac{1}{2}$   
as per Rule 140 $\frac{1}{2}$   
meter at collars as fitted 140 $\frac{1}{2}$

h a continuous liner for.  
ter end of the liner made watertight in the

ess of the liner for.  
ater and non-corrosive for.

oliance fitted at the after end of the tube  
and supporting propeller 6' 0"

al Developed Surface 101 sq. feet  
tached YES. Means of lubrication

s and silencers water cooled or lagged with  
ing syphoned back to the engine EXHAUST  
leared within the vessel FRESH WATER  
COOLING.

ile the other is at work  
OPR HR 1 GENERAL SERVICE BUTHR HR.

size 222 TONS PR HR.  
1 SPARE EXHAUST COUPLES  
h Main Bilge Pumps and Auxiliary Bilge  
In Pump Room 22 3/4

P.M.P. 1  
e Bilge Suctions in the Machinery Spaces

ts. Both.  
or below the deep water line for.

spot and brass covering plate for.

the cargo or machinery spaces, or from one  
worked from

Driven by  
Driven by STEAM  
ELECTRIC.

Driven by  
Driven by 65 H.P. main engine.

ENGINE ROOM PLATFORM.

at of each receiver for.

Working pressure by Rules 610 LBS.

Working pressure by Rules 610 LBS.

W89-0215 foundation