

STEEL STEAMER or MOTORSHIP.

-8 OCT 1936

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 26th OF SEPTEMBER 1936 Port of BREMENNo. 1829Survey held at BREMEN Date First Survey 30th SEPTEMBER 1935 Last Survey 7th SEPTEMBER 1936On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL TWIN SCREW STEAMER "TERJE VIKEN" (WHALE OIL FACTORY) MACHINERY FITTED AFT.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING VESSEL State Type of Erections FORECASTLE AND OPEN BRIDGE & POOP.TONNAGE under Tonnage Deck... 14387.13 CLASS 100 A1 State if with freeboard as condition of Class NO Built at BREMENDo. of space or spaces between Tonnage Dk. and Upper Dk. ✓ WHALING SERVICE CARRYING PETROLEUM IN BULK Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 600.0 Launched 8th JUNE 1936 Yard No. 914Total ✓ Breadth (greatest moulded) B 80.0 Builders DEICHMAG WERK AG. WESER.Gross Tonnage 20638.30 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 55.0 Owners UNITED WHALERS LTD.Register Tonnage 13931.01 1st Longitudinal Number (L x D) 33000 Managers ✓ (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) 10.9 Residence LONDONLength 607.30 Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.9 Port of Registry LONDONBreadth 80.25 Do. Long Bridge to top of keel ✓ If surveyed while building, afloat, or in dry dockDepth 40.45 Draught Moulded 38.33 WHILE BUILDING, AFLOAT AND IN DRYDOCK

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing <u>amidships AT ENDS</u> <u>940 685 610</u>			Bracket Floors, Frame <u>NONE</u>		
" " from $\frac{3}{8}$ length to Collision bulkhead.....	<u>685</u>		" " Reversed Frame.....	<u>✓</u>	
" " in peaks.....	<u>610</u>		" " Vertical Struts.....	<u>✓</u>	
SIDE FRAMING, AMIDSHIPS SEE LONGITUDINALS			Centre Girder, depth and thickness <u>amidships</u>		
Frame <u>FORWARD</u> <u>amidships</u> <u>6 320 100 14</u>			<u>FORWARD</u> <u>2300 x 16.5-14.5</u>		
" <u>AFT</u> <u>amidships</u> <u>6 340 100 14</u>			<u>AFT</u> <u>2200 x 16.5-15</u>		
" " Extends up to <u>UPPERDECK</u>	<u>6 320 100 14</u>		" " top Angles <u>FORWARD</u> <u>100 100 16-14</u>		
" " <u>AND TWEENDECK</u>	<u>6 340 100 14</u>		" " <u>AFT</u> <u>100 100 16-15</u>		
Reversed Frame <u>FORWARD</u> <u>amidships</u> <u>Angle</u> <u>NONE</u>			" " bottom Angles <u>FORWARD</u> <u>130 130 16.5-15</u>		
" " Extends up to.....	<u>✓</u>		" " <u>AFT</u> <u>130 130 17-15</u>		
Depth of Framing Girder <u>AT ENDS</u> <u>340 ~ 320</u>			Side Girders, No. each side and thickness <u>FORWARD</u> <u>5 OF 11.5</u>		
Frames in Uppermost Continuous 'tween <u>DECK</u> <u>FORWARD</u> <u>amidships</u> <u>6 250 90 13</u>			<u>AFT</u> <u>3 OF 12.5</u>		
" " <u>Decks</u> <u>FORWARD</u> <u>amidships</u> <u>6 300 90 13</u>			FORWARD, MARGIN PLATE HORIZONTAL		
" " <u>Second 'tween Decks</u> <u>Angle</u> <u>[or]</u> <u>6 280 90 14.5</u>			Margin Plate depth (excl. of flange) and thickness <u>600 x 16.5</u>		
" " <u>Third</u> " " " " <u>✓</u>			" " Vertical Angle to Tank side Bracket <u>WELDED AND</u> <u>150 150 13</u>		
Framing in Peaks <u>Angle</u> <u>[</u> <u>6 300 90 13</u> <u>✓</u>			" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem <u>✓</u>		
Diameter and Spacing of Rivets through <u>Frame and Shell Plating amidships</u> <u>SEE LONGITUDINALS</u> <u>22.5 ~ 6d</u>			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem <u>✓</u>		
State if Frame Joggled <u>"</u> <u>NO</u>			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem <u>✓</u>		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <u>6 WEB FRAMES AND 4 SIDE STRINGERS ABAFT COLL. BHD. A 2nd PEAK DECK, 4 SIDE STRINGERS AND 3 TIE BEAMS FORWARD COLL. BHD. 3 BOTTOM STRAKES OF 2.5% THICKNESS EXTRA INTERCOSTAL SINGLE BOTTOM FRAMES DOUBLE RIVETED 5.5d.</u> <u>AND AS APP2</u>			Tank Side Brackets, height above base line <u>FORWARD AND AFT</u> <u>at toe of Frame and thickness</u> <u>3000 ~ 3850</u> <u>13.0 ~ 13.5</u>		
STRENGTHENING OF BOTTOM FORWARD. State Particulars <u>AND AS APP2</u>			INNER BOTTOM PLATING. <u>FORWARD</u> <u>1680 x 14.5</u>		
SINGLE BOTTOM.			Breadth and thickness of Middle Line Strake <u>FORWARD</u> <u>2700/2000 x 16.5</u>		
Floors, Depth and thickness at mid-line in <u>Holds</u> <u>1400 x 12.5</u>			Thickness of remainder in <u>Holds</u> <u>FORWARD</u> <u>140 ~ 13.0</u>		
Height of Brackets at side above base line at toe of frame <u>2950</u>			<u>AFT</u> <u>16.5 ~ 14.5</u>		
Middle Line Keelson, on Floors, Angles, <u>[or]</u> <u>CENTRE LINE BULKHEAD</u>			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space <u>and framing in</u> <u>Bulkheads and Boiler Room?</u> <u>YES</u>		
" " " Through Plate or Intercostal Plate <u>THROUGH GOING</u>			BEAMS, AMIDSHIPS SEE LONGITUDINALS ON RPT 1*		
" " " Foundation Plate on Floors <u>✓</u>			Uppermost Continuous Deck, amidships <u>amidships</u> <u>6 250 90 13.5-11</u>		
" " " Flat Plate Keel Angles <u>100 100 16-15</u>			" " <u>in way of</u> <u>FORECASTLE</u> <u>6 230 90 13.5-11</u>		
Side Keelsons, No. each side <u>ONE LONGITUDINAL BULKHEAD ON EACH SIDE</u>			" " <u>in way of</u> <u>POOP</u> <u>6 200 75 12-9</u>		
" " thickness of Intercostal Plate <u>THROUGH GOING</u>			" " <u>in way of</u> <u>BRIDGE</u> <u>6 220 x 90 x 15 x 11</u>		
" " Angles <u>SEE PAGE 2</u>			Spacing (EVERY FRAME) <u>940-685-610</u>		
DOUBLE BOTTOM, FORWARD AND AFT ONLY			" " <u>amidships</u> <u>6 320 100 13.5</u>		
Solid Floors, thickness and spacing <u>FORWARD</u> <u>940/685 x 12.5</u>			" " <u>amidships</u> <u>6 280 90 13.5-12</u>		
" " <u>AFT</u> <u>940 x 12.5</u>			" " <u>amidships</u> <u>6 250 90 12</u>		
" " Are Frame and Reversed Frame joggled? <u>FRAMES: YES REV. FRAMES: NOT</u>			Spacing (EVERY FRAME) <u>940-685-610</u>		
Bracket Floors, breadth and thickness at <u>middle line</u> <u>NONE</u>			2nd DECK, FORWARD, BETWEEN <u>Third Deck, amidships</u> <u>Angle</u> <u>[</u> <u>6 230 90 13-11</u>		
" " breadth and thickness at <u>margin plate</u> <u>✓</u>			<u>UPPER DECK AND SECOND DECK.</u> <u>6 200 75 12</u>		
			Spacing (EVERY FRAME) <u>685 ~ 610</u>		
			Fourth Deck, amidships, Angle <u>[or]</u> <u>✓</u>		
			Spacing <u>✓</u>		
			Poop Deck, Angle <u>[</u> <u>6 230 90 11</u>		
			<u>6 200 75 9</u>		
			<u>6 165 75 9</u>		
			Spacing (EVERY FRAME) <u>940 AND 610</u>		
			Bridge Deck, Angle <u>[</u> <u>6 200 75 9</u>		
			Spacing (EVERY FRAME) <u>630 ~ 820</u>		
			<u>6 250 90 13.5</u>		
			Forecastle Deck, Angle <u>[</u> <u>6 230 90 11</u>		
			<u>6 200 90 12</u>		
			Spacing (EVERY FRAME) <u>940-685-610</u>		

PILLARS AND DECKS.

PILLARS, Name of Pillar	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	IN SHIP.	IN SHIP.		IN SHIP.	IN SHIP.	
PILLARS, Name of Pillar <i>THREE LONGITUDINAL BULKHEADS.</i>						
HORIZONTAL STIFFENERS, 15 6 BARS, FROM 180 75 9			AT DECK			
" <i>in two Deck, Side and Spacing Tr. 6. 300 90 13</i>			AT BOTTOM			
" <i>SPACED 762</i>						
TRANSVERSES VERTICAL, SPACED 2400/3000 1000 x 11						
" <i>FACE ANGLE L 150 90 11</i>						
" <i>in Hold " LUGS TO BULKHEADS L 150 150 11</i>						
" <i>" STIFFENERS, SPACED 762 L 150 90 11</i>						
" <i>" 2 BRACKETS 12, 5 1/2, FLED 90, 6 RIV 22 1/2</i>						
Centre Line Bulkhead. PLATING OF THE 3 LONG BHDs:						
Stiffeners and Spacing BOTTOM STRAKE..						
TOP - STRAKE						
1 PLATE IN WAY OF TRANSVERSE BULKHEADS						
3 STRAKES PLATING BETWEEN " "						
	9.5, 10.5, 11.5					
STRINGERS AND DECKS.						
Uppermost Continuous Deck.						
Stringer Plate, breadth and thickness in Way	1565 x 23.5		AS APPR PER CON- DON LETTER M OF 10.10.31			
" <i>FORECASTLE BULKHD. 1585 x 27.5</i>						
" <i>" " " in way of Bridge 1565 x 23.5</i>						
" <i>" " " " POOP 1585 x 20.0</i>						
" <i>Angle in Wells 180 180 23.5</i>						
Thickness of Plating abreast Deck openings	19.0					
Thickness of Plating abreast Deck openings in way of Bridge	19.0					
ABREAST DRY CARGO HATCHWAY OPENINGS	19.0 AND DOUBL. PLATE					
Thickness of Plating within line of openings...	19.0					
If Sheathed, material and thickness	WOOD - 76					
Second Deck.						
Stringer Plate, breadth and thickness in Way	12.0					
Stringer Plate, breadth and thickness in way of Bridge	12.0					
Thickness of Plating abreast Deck openings	12.0					
Thickness of Plating within line of openings...	12.0					
If Sheathed, material and thickness	WOOD - 76					
Third Deck.						
Stringer Plate, breadth and thickness	1150 x 9.0					
If Plated, state thickness	8.0					
Fourth Deck.						
Stringer Plate, breadth and thickness						
If Plated, state thickness						
Poop Deck.						
Stringer Plate, breadth and thickness	1170 x 11.0					
Plating, Sheathing, material and thickness	7.5 PINE 65					
Bridge Deck.						
Stringer Plate, breadth and thickness	8.0					
Plating, Sheathing, material and thickness	8.0 NOT SHEATHED					
Forecastle Deck.						
Stringer Plate, breadth and thickness	1020 x 11.0					
Plating, Sheathing, material and thickness	8.5 PINE 65					

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No	SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.							
FLAT PLATE KEEL	1700	35	27.5	27.5		DOUBLE	31	124	FIVE	34	153 LAPPED
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes .5	2060	22.5	20	17.0		DOUBLE	25	100	FIVE	25	112 LAPPED
BILGE PLATING, No. of Strakes .2	1950	22.5	18.0	16.0		DOUBLE	25	100	THREE	25	100 DOUBLE STRAPPED
SIDE PLATING, No. of Strakes .6	1670	19.5	25.0	15.0		TRIPLE AND DOUBLE	25	88	FOUR	25	100 LAPPED
UPPER DECK, Sheer-strake in Wells	2180	19.5	25.0	15.0		DOUBLE	28	112	FIVE	28	125 LAPPED
UPPER DECK, Sheer-strake in Bridge	1710	25.0	15.0	15.0		DOUBLE	28	112	FIVE	28	125 LAPPED
STRAKE BELOW Sheer-strake in Wells	1710	25.0				DOUBLE	28	112	FIVE	28	125 LAPPED
STRAKE BELOW Sheer-strake in Bridge	2020	22.5	15.0	15.0		DOUBLE	25	100	FIVE	25	112 LAPPED
POOP SIDE PLATING	2020	22.5				DOUBLE	25	100	FIVE	25	112 LAPPED
BRIDGE SIDE PLATING	2400			12.0		SINGLE AND DOUBLE	22	25 88+100	TWO AND THREE	22	77 LAPPED
FORECASTLE SIDE PLATING	1670	20-8.0				SINGLE	16	64	SINGLE	16	64 LAPPED
	1400		16.0	13.0		SINGLE AND DOUBLE	22	88	TWO AND THREE	22	77 LAPPED

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— **18**
 Extending to Upper Deck (Sec. 3 c) **3**
 " Deck next below **15**
 As per Rule **YES, AS APPROVED**

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT KEEL PLATE.			
STEM	ABOVE WATER LINE S.M. STEEL PLATES 25-16 1/2 - A.G. WEIER.			
STERN	CASTING AS APPROVED - STANLWK KRIEGER			
FRAME	CASTING AS PER APPROVED - KLOCKNER WERKE A.G.			
Speed of Vessel	11.5 KNOTS			
RUDDER—Type	STREAMLINE, RIVETED AND E.W.			
" A x D	1650 sq. ft.			
" Diam. of head	FORG. 485 BOCHUMER VEREIN			
" Mainpiece at top pintle				
" heel				
" how constructed	AS PER APPROVED PLAN - A.G. WEIER			
" double or single plate	DOUBLE PLATES 16 1/2			
" coupling, vertical or horizontal	HORIZONTAL, 8 BOLTS 4 1/2"			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **OPEN HEARTH PROCESS.**
DORTMUND HOERDER HUTTENVEREIN, WERK HORDE AND WERK DORTMUND; GUTEHOFFENSHUTTE OBERHAUSEN; DILLINGER HUTTENWERKE DILLINGEN SAAR; DEUTSCHE ROHRENWERKE A.G. MUELLHEIM; RUHRSTAHL A.G. HATTINGEN; WALZWERK PEINE.
 Has the Steel been tested as required by the Rules? **YES, BY THE SOCIETY'S SURVEYORS.**

Rpt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			ENDS.			AMIDSHIPS.			RIVETING.			RIVETS IN BRACKETS		
	In Ship.			In Ship.			In Ship.			Per Rule or as approved.			Rivets in Longitudinal Frames.			Spacing of Rivets on each side of Transverses and Bulkheads.		
	Plating.	Stanchions.	Diagonal Bracing.	Plating.	Stanchions.	Diagonal Bracing.	Plating.	Stanchions.	Diagonal Bracing.	Plating.	Stanchions.	Diagonal Bracing.	Plating.	Stanchions.	Diagonal Bracing.	Number.	Diameter.	Length.
Framing of ANB []	6			6			6			6								
Frames in Bridge 'tween Decks ...	NONE			NONE			NONE			NONE								
Frames from Uppermost Continuous Deck	No. 1	180	90	10	180	90	10	180	90	10	180	90	10	22	132			
SIDE FRAMES ABOVE 2 ND DECK	" 2	180	90	10	180	90	10	180	90	10	180	90	10	22	132			
	" 3	180	90	10	180	90	10	180	90	10	180	90	10	22	132			
	" 4	200	90	10.5	200	90	10.5	200	90	10.5	200	90	10.5	22	132			
	" 5	200	90	10.5	200	90	10.5	200	90	10.5	200	90	10.5	22	132			
	" 6	230	90	11	230	90	11	230	90	11	230	90	11	22	132	8-9 R. 22φ 99	9	22
SIDE FRAMES BELOW 2 ND DECK	" 7	230	90	11	230	90	11	230	90	11	230	90	11	22	132	8-9 R. 22φ 99	9	22
	" 8	230	90	13	230	90	13	230	90	13	230	90	13	22	132	8-9 R. 22φ 99	9	22
	" 9	250	90	12	250	90	12	250	90	12	250	90	12	22	132	8-9 R. 22φ 99	10	22
	" 10	250	90	13.5	250	90	13.5	250	90	13.5	250	90	13.5	22	132	8-9 R. 22φ 77	11	22
	" 11	280	90	12	280	90	12	280	90	12	280	90	12	22	132	8-9 R. 22φ 77	11	22
	" 12	280	90	12	280	90	12	280	90	12	280	90	12	22	132	8-9 R. 22φ 77	11	22
	" 13	280	90	12	280	90	12	280	90	12	280	90	12	22	132	8-9 R. 22φ 77	11	22
	" 14	280	90	12	280	90	12	280	90	12	280	90	12	22	132	8-9 R. 22φ 77	11	22
	" 15	280	90	12.5	280	90	12.5	280	90	12.5	280	90	12.5	22	132	8-9 R. 22φ 77	11	22
	" 16	280	90	13	280	90	13	280	90	13	280	90	13	22	132	8-9 R. 22φ 77	11	22
Double Bottoms	" 17	280	90	14	280	90	14	280	90	14	280	90	14	22	132	8-9 R. 22φ 77	11	22
L. L. or C	" 18	280	90	14.5	280	90	14.5	280	90	14.5	280	90	14.5	22	132	8-9 R. 22φ 77	11	22
NONE.	" 19	300	90	13	300	90	13	300	90	13	300	90	13	22	132	8-9 R. 22φ 77	12	22
Spacing of Longitudinals	" 20	340	100	13	340	100	13	340	100	13	340	100	13	22	132	8-9 R. 22φ 77	14	22
Transverses.	" 21	380	100	14.5	380	100	14.5	380	100	14.5	380	100	14.5	22	132	8-9 R. 22φ 77	14	22
In Bridge 'tween Decks	Depth and Thickness																	
In Upper 'tween Decks.	Face Angles																	
	Lugs to Shell																	
	Depth and Thickness	600 x 11			600 x 11			600 x 11			600 x 11			19				
In Hold.	Face Angles	150 75 8			150 75 8			150 75 8			150 75 8			19	114			
	Lugs to Shell	Joggled 150 150 11			Joggled 150 150 11			Joggled 150 150 11			Joggled 150 150 11			22	100			
	Depth and Thickness	1000 x 11-12			1000 x 11-12			1000 x 11-12			1000 x 11-12			22				
Spacing of Transverse Frames	Face Angles	150 90 11-12			150 90 11-12			150 90 11-12			150 90 11-12			22	132			
	Lugs to Shell	Joggled 150 150 11-12.5			Joggled 150 150 11-12.5			Joggled 150 150 11-12.5			Joggled 150 150 11-12.5			22	82			
	Brackets	Yes, 2. 700 x 12.5			Yes, 2. 700 x 12.5			Yes, 2. 700 x 12.5			Yes, 2. 700 x 12.5			22	6R.			
* State if joggled or liner FROM BHD.		2460			2460			2460			2460							
		3000			3000			3000			3000							
Longitudinal Beams of	Bridge Deck																	
[]	Upper	200 90 10.5			200 90 10.5			200 90 10.5			200 90 10.5			762				
	Second	230 90 11			230 90 11			230 90 11			230 90 11			762				
	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.

plans. The air and sounding pipes comply with the requirements of the R.P.C.

EQUIPMENT No 83392												LETTER O+	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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
36044	1st Bower ...	122	1	0	✓	✓	✓	75	13	3	0	112	"GRISON" STOCKLESS	OTTO GRISON & CO. MAGDEBURG BUCKAU.	LPHS - 1.8.36 - BUTLER
36043	2nd " ...	139	3	0	✓	✓	✓	81	0	0	0	132	"GRISON" STOCKLESS		LPHS - 1.8.36 - BUTLER
36042	3rd " ...	141	0	0	✓	✓	✓	81	6	1	0	132	"GRISON" STOCKLESS		LPHS - 1.8.36 - BUTLER
	Collective weight.	403	0	0	✓	✓	✓	✓	✓	✓	✓	376	✓		✓
36045	Stream	43	3	21	11	0	7	38	12	2	0	40 3/4	ORDINARY STOCK ANCHOR		LPHS - 1.8.36 - BUTLER

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.		Remarks.
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
88015	165	3 3/4	161.12	226.4	887:0:23	1701	330	3 3/16		STUD LINK	N. HINGLEY & SONS	LPHN. - 8.6.36 - GREEN	TOWLINE	141	7"	132.3	140	7"	15-2
87895	165	3 3/4	161.12	226.4	894:2:21					STUD LINK		LPHN. - 28.5.36 - REIF	HAWSERS & WARPS	3x122	2 3/4	14.4	3x120	2 3/4	
														3x122	2 3/4	14.4	3x120	2 3/4	
Iron Stream Steel Wire	151	6 1/2	✓	✓	115.3	✓	✓	150	6 1/2	6x24 SPECIAL FLEXIBLE STEEL WIRE	WEIER DRANT-SEILWERK GMBH.	WORKS TEST.		✓	✓	AS PER WORK TEST SHEET	✓	✓	

Steering Gear, Steam DIRECT DRIVEN STEAM. - EFFICIENT. Steering Gear, Hand YES - EFFICIENT.

Boats { 6 LIFE BOATS OF 62 PERS. EACH. } 76 Good. Steering Chains, Size and Test NONE. Windlass STEAM. - GOOD.

Ceiling in Holds, thickness and material NONE. Cargo Battens, thickness, material and spacing NONE.
 " " DRY CARGO SPACES: PINE 2 1/2". " " IN DRY CARGO SPACES: 2" PINE - 9" AIR SPACE

Cargo Hatchways. (Upper Deck) RECTANGULAR. SM. STEEL PLATES & RAILES - GOOD. Thickness of Hatches WOOD 3 1/2" AND 3".
 FOR DRY CARGO SPACES
 Size of Hatchways (Forward) 6.2' x 6.3' 9.2' x 6.8' 9.2' x 6.8' 6.2' x 6.3' ON FORECASTLE DECK: 13.5' x 18.4'
 FOR DRY CARGO SPACES
 Number of Shifting Beams FOR FORECASTLE HATCHWAY ONLY: 2
NO FORE AND AFTERS.

Deutsche Schiff- und Maschinenbau Aktiengesellschaft

Builder's Signature

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 YES (WHALING SERVICE) The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters and in all respects in conformity with the Rules and the Society's Requirements for Carrying Petroleum in Bulk. The workmanship is throughout of best quality, and all parts are fitted close to each other without use of any packing and are efficiently riveted together. All the tanks viz. cargo oil tanks, peak tanks, oil fuel bunkers, cofferdams, ballast tanks, trim tanks, feed water & fresh water tanks, double bottom tanks and tween deck oil tanks have been filled with water and tested as required by the Rules and were found to be perfectly tight and good. All weld connections have been satisfactorily carried out and approved electrodes have been used in accordance with the approved and amended plans. The air- and sounding pipes comply with the requirements of the Rules.

P.T.O.

The amount of Entry Fee RM : 240.- Fees applied for, (Special notations, where part of class, to be stated.)
 FREEBOARD FEE..... RM : 400.- 17. 9. 1936
 Special Survey Fee.... RM : 1748.925 Received by me, 22/10
 BREMEN RM : 133.75 I am of opinion the Vessel should be Classed * 100 A1
 Travelling Expenses, if any £ WHALING SERVICE - CARRYING PETROLEUM IN BULK. - LONGITUDINAL FRAMING - STRENGTHENED FOR NAVIGATION IN ICE. - CROUWER STERN. - LLOYD'S A & C.P.
 HAMBURG RM : 180.- A. Chisholm. A. Holte.
 State whether the Vessel has been built under Special Survey YES. Signature Surveyor to Lloyd's Register of Shipping.

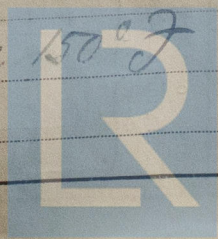
Certificate to be sent to BREMEN OFFICE Date of issue 27/10/36

Committee's Minute

Character assigned

The Surveyors are requested not to write on or below the Committee's Minute.

FRI. 16 OCT 1936
 +100 A1
 Whaling Service
 Carrying Petroleum in Bulk.
 Lloyd's A & C.P. + Lms. 9.36
 Machy aft. 28. Ch.
 Strengthened for navigation 28 B. 60lb
 in ice
 with Bunker. Fitted for oil fuel 9.36 28 lb. 150° F
 28



© 2020

Lloyd's Register Foundation

W91-0135 (B13)

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.)

The painting arrangements and strengthening of the bottom forward have been carried out as approved on the plans. Anchors and Chain cables compared with the Certificates and found in accordance with the same. All steel material used in the construction of the vessel are made at works recognized by the Committee (with exception of Peiner Walworth of Pine) and tested in accordance with the requirements of the Rules by the Society's Surveyors. The general equipment has been examined and was found in order.

Attached: 10 Forging and Casting Certificates.
1 Interims Certificate
1 Midship Section as built.
41 Approved plans of the vessel.

SISTER VESSELS: None.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *MACHINERY AFT. - WHALING SERVICE. - CARRYING PETROLEUM IN BULK. - LONGITUDINAL FRAMING. - STRENGTHENED FOR NAVIGATION IN ICE. - CRUISER STERN. - LLOYD'S A & C.P. - WIRELESS AND DIRECTION FINDING APPARATUS FITTED.*

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.
1st Bower *HEAD: 79:1:1-NS 1259-26.5.36; SHANK: 35:2:4-NS 1260-26.5.36. - CRIT STEEL.*
2nd „ *HEAD: 92:0:2-NS 1256-26.5.36; SHANK: 40:2:2-NS 1258-26.5.36. - " -*
3rd „ *HEAD: 92:1:9-NS 1255-26.5.36; SHANK: 40:1:12-NS 1257-26.5.36. - " -*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *16.0* ft., R.Q.D. ☒ ft., Bridge *18.4* ft., Forecastle *124.3* ft. *133'-6"*
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated *NOT*

No. and Material of Decks *2 DKS. STL.*

Official No. *164.705*; Signal Letters *G. Y. Z. D.* Is bottom of vessel coated with cement *NO.* if not give

particulars of composition *CARGO TANKS NOT COATED. PEAKS AND W.B. DOUBLE BOTTOM TANKS NO 1-III ARE CEMENTED.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>D.B. TK. III. W.B. AT FR. 30-38</i>	<i>24.7</i>	<i>145</i>	Fore peak tank, <i>W.B. TWO PARTS-AT FR. 134-FWD. PEAK.</i>	<i>30.3</i>	<i>528</i>
Double bottom, under Engines and Boilers, <i>D.B. TK. II. FUEL OIL. AT FR. 15-26</i>	<i>34.0</i>	<i>73</i>	After peak tank, <i>W.B. AT FRAMES 0-14.</i>	<i>28.0</i>	<i>204</i>
Double bottom, if under Engines only, <i>DEEP TANKS</i>	<i>40.1</i>	<i>1458</i>	Trim tank, aft, <i>W.B. - AT FRAMES 11-25</i>	<i>40.0</i>	<i>621</i>
Double bottom, if under Boilers only, <i>FUEL OIL - 4 TANKS AT FR. 39-52</i>	<i>115.4</i>	<i>1262</i>	Deep tank, forward,	<i>30.8</i>	<i>376</i>
Double bottom, forward, <i>D.B. TK. I & II. W.B. AT FRAMES 86-106 AND 107-134</i>	Total capacity of double bottom	<i>1480</i>	Other tanks, if fitted, <i>BOILER FEEDW. TK. AT FR. 25-35</i>		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. *46*

Date *26th JULY 1935*

Dates of Surveys held while building

SEPT. 30, OCT. 2, 5, 8, 10, 12, 19, 25, 30, NOV. 4, 6, 13, 14, 16, 21, 23, 29, DEC. 4, 10, 12, 17, 21, 30, JAN. 2, 8, 11, 13, 15, 16, 18, 22, 24, 25, 28, 30, FEBR. 1, 4, 7, 10, 11, 14, 15, 17, 19, 21, 24, 26, 28, MARCH 2, 5, 9, 11, 12, 16, 18, 19, 23, 25, 27, 30, APRIL 1, 3, 4, 6, 8, 14, 15, 17, 20, 21, 23, 25, 27, 29, 30, MAY 2, 5, 6, 8, 9, 12, 13, 15, 16, 19, 20, 22, 23, 25, 26, 27, 29, 30, JUNE 3, 4, 8, 10, 11, 13, 16, 17, 19, 20, 22, 25, 29, 30, JULY 2, 16, 21, 22, 24, 25, 27, 29, 31, AUG. 3, 6, 8, 10, 11, 13, 17, 18, 20, 22, 28, 29, 31, SEPT. 2, 4 AND 7. Total No. of Visits *133*