

STEEL STEAMER or MOTORSHIP.

Received at London Office

23 APR 1928

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 *12th of April 1928*Port of *Rotterdam.*No. *17391*Survey held at *Bolnes.*Date First Survey *28th of December 1927* Last Survey *5th of April 1928*On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *Steel single screw motor oil tanker "SKELJUNGUR"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *tanker.*State Type of Erections *Forecastle Raised deck aft.*TONNAGE under Tonnage Deck... *147.08*CLASS *100 A 1* State if with freeboard as condition of Class *without.*Built at *Bolnes.*Do. of space or spaces between Tonnage Dk. and Upper Dk. *17.33*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *110.0*Launched *8th of March 1928* Yard No. *800.*

Total

Breadth (greatest moulded) *B 22.25*Builders *Schepsbouw werv Gebrs Pot.*Gross Tonnage *217.88*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 8.5*Owners *Flutafjelagis Skell A.*Register Tonnage *74.88*1st Longitudinal Number (L x D) *= 935.*Managers *Islandi Reykjavik.*

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

REGISTERED DIMENSIONS.

FEET,

Length *110.16*Framing Depth "d," at middle of length. See Sec. 3 (1d) *7.5*Residence *Islandi Reykjavik.*Breadth *22.38*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.94*Port of Registry *Skerjafjord.*Depth *8.0*Do. Long Bridge to top of keel *8'0"*

If surveyed while building, afloat, or in dry dock

Building.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>530⁷/₁₆</i>		Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>530⁷/₁₆</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>530⁷/₁₆</i>		" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>✓</i>	
Frame Amidships, Angle, \square or \square	<i>4¹/₂ 2¹/₂ .30</i>		" " top Angles	<i>✓</i>	
" " Extends up to	<i>deck</i>		" " bottom Angles	<i>✓</i>	
Reversed Frame Amidships, Angle	<i>2¹/₂ 2¹/₂ .30</i>		Side Girders, No. each side and thickness	<i>✓</i>	
" " Extends up to	<i>on floors only</i>		Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	
<i>2¹/₂ x .32 in motor room from No 11 to 26 frames extending to raised deck.</i>	<i>4¹/₂</i>		" " Vertical Angle to Tank side	<i>✓</i>	
Depth of Framing Girder in motor room	<i>4¹/₂</i>		Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, \square or \square	<i>✓</i>		" " Vertical Angle to Tank side	<i>✓</i>	
" " Second 'tween Decks, Angle, \square or \square	<i>✓</i>		Bracket forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Framing in Peaks, Angle \square or \square	<i>4¹/₂ 2¹/₂ .30</i>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>5/8 5.5 2 6d.</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
State if Frame Joggled	<i>not joggled.</i>		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Panting string 14 x .36</i>		Breadth and thickness of Middle Line Strake	<i>✓</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Panting beams in peak and abaft collision bulkhead. Intermediate frames for ice. Deep floors in peak. Double frames to floors in fore hold. Additional side girders extending as far forward as practicable.</i>		Thickness of remainder in Holds	<i>✓</i>	
SINGLE BOTTOM.			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>✓</i>	
Floors, Depth and thickness at mid-line in Holds	<i>300⁷/₁₆ x .30</i>		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>straight floors</i>		Uppermost Continuous Deck, amidships in Wells, Angle, \square or \square	<i>4¹/₂ 2¹/₂ .30</i>	
Middle Line Keelson, on Floors, Angles, forward of oil Compartment \square or \square	<i>4¹/₂ 2¹/₂ .30</i>		" " in way of Bridge, Angle, \square or \square	<i>✓</i>	
" " " Through Plate or Intercoastal Plate	<i>.30</i>		Spacing	<i>530⁷/₁₆</i>	
" " " Foundation Plate on Floors	<i>✓</i>		Second Deck, amidships, Angle, \square or \square	<i>✓</i>	
" " " Flat Plate Keel Angles	<i>2¹/₂ 2¹/₂ .30</i>		Spacing	<i>✓</i>	
Side Keelsons, No. each side for oil compartment	<i>one</i>		Third Deck, amidships, Angle, \square or \square	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>.26</i>		Spacing	<i>✓</i>	
" " Angles	<i>4¹/₂ 2¹/₂ .30</i>		Fourth Deck, amidships, Angle, \square or \square	<i>✓</i>	
DOUBLE BOTTOM.			Spacing	<i>✓</i>	
Solid Floors, thickness and spacing	<i>✓</i>		Bridge Deck, Angle, \square or \square	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>✓</i>		Spacing	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Forecastle Deck, Angle, \square or \square	<i>4¹/₂ 2¹/₂ .30</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>530⁷/₁₆</i>	

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.
PILLARS , No. of Rows.....	Two in Motorroom and in oil compartments.				✓						
" in 'tween Decks, Size and Spacing.....	2 1/4" dist. in Motorroom				✓						
" " " " " "	4 each side.				✓						
" in Holds	Oil Compartments.	4 1/2	4 1/2	.32	✓						
"	On frames 32-38 & 45				✓						
"	Forehold and Forecastle one row	2 1/4	x	1060	✓						
Centre Line Bulkhead.		4 1/2	2 1/2	.20	A. } spaced						
Stiffeners and Spacing.....		7	3	.40	BA } 530 mm.						
		10	3 1/2	.44	C } Replan						
Plating, thickness of		34	30								
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells	58 x 40	.30			✓						
" " " " in way of Bridge					✓						
" Angle in Wells	4 1/2	4 1/2	.32		✓						
Thickness of Plating abreast Deck openings in way of Wells					✓						
Thickness of Plating abreast Deck openings in way of Bridge					✓						
Thickness of Plating within line of openings...			.30		✓						
If Sheathed, material and thickness					✓						
Second Deck.											
Stringer Plate, breadth and thickness in Wells...					✓						
Stringer Plate, breadth and thickness in way of Bridge					✓						
Thickness of Plating within line of openings...			.30		✓						
If Sheathed, material and thickness					✓						
Third Deck.											
Stringer Plate, breadth and thickness.....					✓						
If Plated, state thickness.....											
Fourth Deck.											
Stringer Plate, breadth and thickness.....					✓						
If Plated, state thickness											
Raised Poop Deck. aft											
Stringer Plate, breadth and thickness	58	x	.30		✓						
Plating, Sheathing, material and thickness ...			.24		✓						
Bridge Deck.											
Stringer Plate, breadth and thickness.....					✓						
Plating, Sheathing, material and thickness ...											
Forecastle Deck.											
Stringer Plate, breadth and thickness	50	x	.24		✓						
Plating, Sheathing, material and thickness ...	.36		leaf 2 1/2		✓						

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.				BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>not jogged</i>	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	36	.40	.36	.36	✓		double	5/8 2 1/4	three ✓	3/4	2 5/8	lapped
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes	A 48	.30	.30	.30	✓		double	5/8 2 1/4	two ✓	5/8	2 1/4	lapped
BILGE PLATING, No. of Strakes	B 48	.30	.30	.28	✓		double	5/8 2 1/4	two ✓	5/8	2 1/4	lapped
SIDE PLATING, No. of Strakes	C 55	.30	.36	.26	✓		double	5/8 2 1/4	two ✓	5/8	2 1/4	lapped
UPPER DECK, Sheer-strake in Wells.....	D 42	.34	.36	.30	✓		double	5/8 2 1/4	two ✓	5/8	2 1/4	lapped
UPPER DECK, Sheer-strake in Bridge	E 42	.36	.36	.30	✓		double	5/8 2 1/4	three ✓	5/8	2 1/4	lapped
UPPER DECK, Sheer-strake in Bridge .....		.44			✓		double	3/4 2 5/8	three ✓	3/4	2 5/8	lapped
STRAKE BELOW Sheer-strake in Wells.....												
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...												
FORECASTLE SIDE PLATING			.28		✓		single	5/8 2 1/2	two	5/8	2 1/4	lapped

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *eight.*

" Deck next below ✓

As per Rule. ✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		flat keel plate		
STEM	forging	6 x 1 1/4	Builders	
STERN FRAME	Propeller Post	forging	133 x 57 mm	Burgess & Co.
	Rudder	"	127 x 57 mm	Machinists & Shipwrights
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head ...	forging	120 mm		Burgess & Co.
" " heel ...	"	90 mm		Machinists & Shipwrights
" how constructed				arms struck on and keyed.
" double or single plate				.84
" coupling, vertical or horizontal				no coupling

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper 'tween decks	.34	4 1/2 x 2 1/2 x .30 A	550 mm	one 2 bar	
"	.30	7 x 3 x .40 BA	550 mm	5 x 5 x 1/2	
"	.34	4 1/2 x 2 1/2 x .30 A	550 mm	one 2 bar	
"	.30	7 x 3 x .40 BA	550 mm	5 x 5 x 1/2	
"	.34	4 1/2 x 2 1/2 x .30 A	550 mm	one 2 bar	
"	.30	7 x 3 x .40 BA	550 mm	5 x 5 x 1/2	
COLLISION (in Hold) .....	.34	5 1/2 x 3 x .40 BA	610 mm		
AFTER PEAK .....	.64	5 x 3 x .40 A	610 mm		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *William Beardmore & Co Ltd; David Colville & Sons Ltd; Hewarts & Cloyds Ltd;*

Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel Works.*

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EQUIPMENT No. 3840.												LETTER ex		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.					
30847	1st Bower ...	10	0	7	Stockless			12	2	0	21	6-1-0	Byer's Improved Stockless	unknown	Henderson 5.3.28 J.H. Butler	
30848	2nd " ...	10	0	0	"			12	0	0	0	6-1-0		unknown		" 5.3.28
	3rd " ...															
	Collective weight.															
1165	Stream	1	2	22	0	1	20	4	4	0	0	1-3-0	Common Stock	Kon. Red. Grifmider	Leiden 2.2.28 P.F. Killeme	

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.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1605	135	1 1/16	30 3/10	30 7/10	86-1-8	46-0-0	135	13/16	Stud.	Kon. Nels. Grefsum	Leiden 16-1-18	TOWLINE	75	2 1/4	9 1/2	75-2 1/4	
											P.F. Williams	HAWSEERS & WARPS	90	4	hemp	90-4	
												"					
												"					
												"					
Iron Grefsum Chain or Steel Wire	45	2		7			45	2									

Steering Gear, Steam *hand gear on Bridge* Steering Gear, Hand *relieving tackle.*
Boats *two lifeboats.* Steering Chains, Size and Test *3/4" - 6-15-0-0* Windlass *hand patent.*
Ceiling in Holds, thickness and material *none fitted.* Cargo Battens, thickness, material and spacing */*
Cargo Hatchways.—(Upper Deck) *Oil tight steel bales.* Thickness of Hatches *steel covers, 40*
Size of No. 1 Hatchway (Forward) ☒ No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒
Number of Shifting Beams and/or Fore and Afters ☒

SCHEEPSBOUWWERF GEBR^S POT.

Builder's 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 ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Oil carried in cargo tanks and in fuel bunker.

The Workmanship was found good and the vessel has been built to the approved plans, copies of which are being retained in the London Office for record and in agreement with the instructions contained in Secretary's Letter M 14-3-28 and Rotterdam Letters 8/10; 5/11; 15/11; 21/11; 29/11; 20/11; 3/12; 10/12; 13/12; 27/12 - 4/27 and 9/1-19/28 respecting this case and in general conformity with the Society's Rules. -

Cargo tanks, fuel bunker, cofferdam, forepeak tank and afterpeak tank have been tested with a head of water as required by the Rules and found sound and tight.

Forecastle deck and raised deck aft tested by hose and found tight.

Trussboard marking verified and cut in on the vessel's sides as required.

All parts of the vessel have been examined under working condition at trial and found in order. — Towing Certificate of Steamframe and Rudder enclosed.

The amount of Entry Fee	£ 24.00	} Fees applied for. <i>W 4</i> 1920
Special Survey Fee....	£ 395.00	
<i>Treeboard</i>	<i>24</i>	} Received by me, <i>19/4</i> 1920
Travelling Expenses, if any	£ 38.00	

I am of opinion the Vessel should be Classed ✝ 100 A 1.
"Carrying Petroleum in bulk"

State whether the Vessel has been built under Special Survey Yes

Signature.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Rotterdam Surveyors Date of issue 27/4/28.

Committee's Minute

FRI. 27 APR 1928


Character assigned

 $+ 100A_1$

fact: Pet: in bulk

Lloyd's arch + Lumb. 3. 28 Cl.
oil Eng.

Write Ans



Lloyd's Register
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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.)

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

1st Bower 6 Cwt. 3 qrs. 7 lbs. J.L. Middlesbrough No 6820 - 18-2-28.
2nd " 6 Cwt. 3 qrs. 7 lbs. J.L. Middlesbrough No 6819 - 18-2-28.
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of ^{Raised deck aft.} ~~Keel~~ 45.2 ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 23. (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) One Hk. Dk.

Official No. ☒ ; Signal Letters ☒ Is bottom of Vessel coated with cement ^{in fore & aft} ~~fore only~~ ☒ if not give particulars of composition ☒.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	8.7	13.
Double bottom, under Engines and Boilers,			After peak tank,	8.7	10.5
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(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. 435

Date 12-1-1928

Dates of Surveys held while building

20/12-1927; 3-12-17-25-30/1; 7-15-21-24-27-28-29/2;
1-2-5-7-9-15-21-29/3; 5/4-1928.

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Total No. of Visits 22