

STEEL STEAMER or MOTORSHIP.

Received at London Office

18 FEB 1929

State if Report has been sent on the Freeboard of the Vessel *No*State if Report is sent on the Machinery of the Vessel *Yes*

Date of completion of report

Survey held at *Odense*

Date First Survey

Port of *Copenhagen*No. *7881*

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

*Single Screw Motor Tanker**BEAUMONT*

Last Survey

22nd Jan'y 1929

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

Tanker

State Type of Erections

*P.B. & F.*TONNAGE under Tonnage Deck... *4992.96*CLASS *100A1*

State if with freeboard

CARRYING PETROLEUM IN BULK as condition of Class

Built at *Odense Denmark*

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 389-6*Launched *20 Nov. 1928* Yard No. *31*

Total

Breadth (greatest moulded) *B 55-0*Builders *Odense Staalvaskeri (vda ap. Moeller)*Gross Tonnage *5401.75*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 30-8*Owners *Skibsaktieselskabet "Beaumont"*Register Tonnage *3214.60*1st Longitudinal Number (L x D) *= 11945.97*Managers *Bjorn Bjornstad & Co. in Odense*
(Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS.

FEET.

Length *390.6*Breadth *55.2*Depth *31.0*

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.70*Do. Long Bridge to top of keel *10.69*Draught Moulded *24-9 1/2*Residence *Oslo*Port of Registry *Oslo*

If surveyed while building, afloat, or in dry dock

While 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.
Spacing amidships	<i>29 1/2</i>		Bracket Floors, Frame	<i>✓</i>	
" from 1/2 length to Collision bulkhead	<i>24</i>		" " Reversed Frame	<i>✓</i>	
" in peaks	<i>24</i>		" " Vertical Struts	<i>✓</i>	
HING.			Centre Girder, depth and thickness amidships	<i>43</i>	<i>50-46</i>
amidships, Angle, E or L	<i>280 90 13</i>		" " top Angles	<i>90</i>	<i>90 12</i>
" Extends up to	<i>LONG BRIDGE</i>		" " bottom Angles	<i>100</i>	<i>100 14</i>
Frame Amidships, Angle	<i>240 90 12</i>		Side Girders, No. each side and thickness	<i>20</i>	<i>42 10 75</i>
" Extends up to	<i>UPPER DECK</i>		Margin Plate depth (excl. of flange) and thickness		<i>50</i>
Framing Girder	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	
Uppermost Continuous 'tween Decks, Angle, E or L	<i>✓</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>✓</i>	
Second 'tween Decks, Angle, E or L	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	
in Peaks, Angle or L	<i>190 85 105</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
and Spacing of Rivets through Frame and Shell Plating amidships	<i>1/8 5 1/4</i>		INNER BOTTOM PLATING. MOTOR ROOM		
Frame Joggled	<i>NOGLED</i>		Breadth and thickness of Middle Line Strake	<i>50</i>	
ARRANGEMENTS (Sec. 7), state system and particulars	<i>SIDE STRINGERS & BEAMS INTERMEDIATE PART FOR ICE STRENGTHENING.</i>		Thickness of remainder in Holds	<i>50</i>	<i>100 IN WAY OF MOTOR</i>
ENING OF BOTTOM FOR State Particulars	<i>BACK BARS ON BOTTOM FRAMES BOTTOM SHELL INCREASED. EXTRA GIRDER.</i>		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>	
TTOM.			BEAMS.		
Depth and thickness at mid-line in Holds	<i>✓</i>		Uppermost Continuous Deck, amidships in Wells, Angle, E or L	<i>180</i>	<i>85 11</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " in way of Bridge, Angle, E or L	<i>230</i>	<i>90 11</i>
Line Keelson, on Floors, Angles, E or L	<i>240 90 11.5</i>		Spacing	<i>29 1/2</i>	
" Through Plate or Intercoastal Plate	<i>40</i>	<i>50</i>	Second Deck, amidships, Angle, E or L	<i>✓</i>	
" Foundation Plate on Floors	<i>✓</i>		Spacing	<i>✓</i>	
" Flat Plate Keel Angles	<i>130 130 12.5</i>	<i>DOUBLE</i>	Third Deck, amidships, Angle, E or L	<i>✓</i>	
ons, No. each side	<i>ONE</i>		Spacing	<i>✓</i>	
thickness of Intercoastal Plate	<i>40</i>	<i>50</i>	Fourth Deck, amidships, Angle, E or L	<i>✓</i>	
Angles Top	<i>240 90 11.5</i>		Spacing	<i>✓</i>	
OTTOM. IN MOTOR ROOM			Poop Deck, Angle, E or L	<i>190</i>	<i>85 10</i>
rs, thickness and spacing	<i>41 EVERY FRAME</i>		Spacing	<i>EVERY FRAME</i>	
Are Frame and Reversed Frame joggled?	<i>REV. FR. JOGLED</i>		Bridge Deck, Angle, E or L	<i>170</i>	<i>75 9.5</i>
Floors, breadth and thickness at middle line	<i>SOLID FLOORS</i>		Spacing	<i>EVERY FRAME</i>	
" breadth and thickness at margin plate	<i>EVERY FRAME</i>		Forecastle Deck, Angle, E or L	<i>190</i>	<i>85 10</i>
			Spacing	<i>EVERY FRAME</i>	

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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.....	✓				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 within line of openings..	✓			
" " " " "	✓				If Sheathed, material and thickness	✓			
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	L	230	90	12	Stringer Plate, breadth and thickness.....	✓			
Plating, thickness of	TOP	42	38	38	If Plated, state thickness.....	✓			
		44	50						
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	✓			
Stringer Plate, breadth and thickness in Wells	YY		68		If Plated, state thickness	✓			
" " " " in way of Bridge	YY		80						
" Angle in Wells	150	150	7		Poop Deck.				
Thickness of Plating abreast Deck openings in way of Wells TRUNK SIDES			-68		Stringer Plate, breadth and thickness	58	34		
Thickness of Plating abreast Deck openings in way of Bridge TRUNK TOP	SIDE CR.	76	50		Plating, Sheathing, material and thickness	26	2 1/2 or Pine		
Thickness of Plating within line of openings...					Bridge Deck.				
If Sheathed, material and thickness	No.				Stringer Plate, breadth and thickness.....	39	34		
Second Deck.					Plating, Sheathing, material and thickness ...	26	in Sk Louse		
Stringer Plate, breadth and thickness in Wells...	✓				Forecastle Deck.				
					Stringer Plate, breadth and thickness.....	34			
					Plating, Sheathing, material and thickness ...	34	No Sheathing.		

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	.82	.68	.68		Double	1	3 ⁵ / ₈	3	1	3 ¹ / ₂	Double Straps
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes4..)	A B CTD	.66 .66 .60	.60 .84 .84	.58 ✓.58 ✓.58		Double	1/8	3 ¹ / ₂	4	1/8	3 ¹ / ₂	Lapped
BILGE PLATING, No. of Strakes1....)		.60	.84	✓.60 ✓.58		Double	1/8	3 ¹ / ₂	4	1/8	3 ¹ / ₂	Lapped
SIDE PLATING, No. of Strakes)	4	.58	.60	.46		Double	1/8	3 ¹ / ₂	3	1/8	3 ¹ / ₂	Lapped
UPPER DECK, Sheer- strake in Wells.....)	11 ¹ / ₂	.80	.44	.46		Double	1	3 ⁵ / ₈	5	1 ¹ / ₈ x 1 ¹ / ₈	50 x 4 ¹ / ₂	Lapped.
UPPER DECK, Sheer- strake in Bridge ...)		.80 with	.58 doubling.									
STRAKE BELOW Sheer- strake in Wells.....)												
STRAKE BELOW Sheer- strake in Bridge ...)												
POOP SIDE PLATING64		.38		Double & Single	1/8 & 3/4	3 ¹ / ₂ & 3	3 to 1	1/8 & 3/4	3 ¹ / ₈ & 2 ⁵ / ₈	Lapped
BRIDGE SIDE PLATING40				Single	3/4	3	2	3/4	2 ⁵ / ₈	Lapped
FORECASTLE SIDE PLATING		.40				Single	3/4	3	1	3/4	2 ⁵ / ₈	Lapped.

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>10 SHIPS SIDE TO SHIPS SIDE</i>						
,, Deck next below <i>4 LONG⁷ B⁴ TO LONG⁷ B⁴</i>						
As per Rule:						
	Plating Thickness.	STIFFENERS.				
		VERTICAL.		HORIZONTAL.		
		Scantlings.	Spacing.	Scantlings	Spacing.	
MIDSHIP BULKHD, Upper tween decks		240				
„ „ Second „	34	90	26 1/2	42 x 42	2 IN	
„ „ Third „	5	x		66 x 46	HEIGHT	
„ „ Holds	48	11.5 L				
COLLISION	„ (in Hold)	26	270.90.14			
		44	L	24	48 x 42	
		30	270.90.15			
AFTER PEAK	„ „	43	L	24	Green Box.	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).

Platis, Withon it en Vienne

Angles - Kent

and Vereinigte Stahlwerke Harde Verein

Has the Steel been tested as required by the Rules?

EQUIPMENT No. 35220										LETTER Z	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.	
910	1st Bower	65	3	18				51	10	0	0	Magdeburg 13/5/28 K. Hauf
911	2nd "	65	2	22				51	7	2	0	" 31/5/28 M. B. Hauf
896	3rd "	54	3	24				45	7	2	0	" 28/3/28 K. Hauf
	Collective weight.	186	2	8								
901	Stream	17	2	9	5	1	5	18	14	1	14	" 14/4/28 K. Hauf

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1671	270	2 1/4	91 1/4	12 1/2	711-2-0	682 1/2	270	2 1/4	Steel cable	W. and Kitting in Ankerfabrik	Rotterdam 17/4/28. P. J. Willems.	TOWLINE...	120	5	59,000	120	5
												HAWSERS & WARPS }	2090	3 1/4		2090	2 3/4
												"	2090	2 3/4		2090	2 1/2
Iron Stream Chain or Steel Wire }	90	4 3/4			47000 Kg.		90	4 3/4				"	4090	2 1/2			

Steering Gear, Steam Electric electric controlled
Steering Gear, Hand Direct
Boats 2 @ 25' x 7-9 x 3-2
Boats 1 @ 18' x 5-8 x 2-3
Steering Chains, Size and Test
Windlass Steam
Ceiling in Holds, thickness and material
Cargo Battens, thickness, material and spacing
Cargo Hatchways, (Upper Deck) 12' x 14' To DRY CARGO HOLD Thickness of Hatches 3"
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
16 O.T. HATCHES TO CARGO TANKS. 4-11 x 4-1 40 COMING 50 COVER.

Builder's Signature
ODENSE STAALSKIBSVÆRFT
VED A. P. MØLLER
Johs. Tilmann-Petersen

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 the Rules of the 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 tight.

The vessel is strengthened for navigation in ice.

deform VARG

The amount of Entry Fee .. Kr. £ 163.80 :
Special Survey Fee.... £ 9351.60 :
Lat & Land survey 180.00 :
Travelling Expenses, if any £ 1372.00 :
Fees applied for,
14.2 1929.
Received by me,
13.3 1929.
I am of opinion the Vessel should be Classed 100A1
CARRYING PETROLEUM IN BULK
STRENGTHENED FOR NAVIGATION IN ICE.
State whether the Vessel has been built under Special Survey Yes
Signature J. G. Buchanan
Surveyor to Lloyd's Register of Shipping.
H4M Certificate to be sent to Surveyors office Copenhagen Date of issue 22/2/29

Committee's Minute FRI. 22 FEB 1929
Character assigned 100A1
Carrying petroleum in bulk
HMC 1-29 CL
Lloyd's ascp
Oil Engines
2 DB - 150 lb
hok. Strengthened for Navigation in ice

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

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.)

Copenhagen Rpt. 7793. MOTOR TANKER VARG

Approved Plans - Midship Section
Profile and Decks
Stern frame and Rudder
Motor Seating
Shell expansion
Strengthening for Ice navigation
Sheerstrake at Poop Front.

Certificates - 1 Stern Frame
1 Rudder Stock
Interim Certificate

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

1st Bower	4d. 43.3.17.	K.H.	5279	26.4.28	- Shank	17.3.27	K.H.	317	26.4.28.
2nd "	44.0.22	K.H.	5392	16.5.28	- Shank	18.0.10.	K.H.	318	26.4.28.
3rd "	35.3.18	K.H.	5066	29.11.27	- Shank	15.0.9.	M.B.	302	8.3.28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.8 ft., R.Q.D. ☒ ft., Bridge 31.96 ft., Forecastle 34.4 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) 1 dk (522)

Official No. ☒ ; Signal Letters L H B F

particulars of composition After peak 7 fore peak - cement wash Is bottom of Vessel coated with cement ☒ if not given

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, FEED WATER	29.2½	61	Fore peak tank, WATER BALLAST	26.6"	250
Double bottom, under Engines and Boilers, LUB. OIL	12.3½	36.4	After peak tank, "	20.0	101
Double bottom, under Engines only, OIL FUEL	29.6"	136.6	Deep tank, aft, BUNKERS (P&S) OIL FUEL 65x2	17.2½	130
Double bottom, if under Boilers only,	71.0		Deep tank, forward, OIL FUEL	29.3"	512
Double bottom, forward,			Other tanks, if fitted, F.V. ABOVE AFTER PEAK		40
Total capacity of double bottom		244.0	(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. 31

Date 19/7/27.

Dates of Surveys held while building

1928 - June 29. July 5, 10, 30; Aug 3, 8, 13, 17, 22, 28; SEPT 4, 7, 11, 20, 26; OCT 2, 10, 11, 17, 18, 23, 24, 27, 31; Nov 1, 6, 7, 9, 10, 13, 14, 14, 19, 20, 28; DEC 6, 12, 18, 21, 28; JAN 4, 11, 16, 21, 22.

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Total No. of Visits 45