

## STEEL STEAMER or MOTORSHIP.

14 MAR 1930

Received at London Office

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 *6th March 1930.* Port of *Copenhagen* No. *8195.*  
Survey held at *Odense* Date First Survey *30/5/29* Last Survey *25 / 2 / 1930*  
On the *Steel Twin Screw Motor Ship* *GULDBORG*  
State Type *Complete Superstructure with tonnage opening* State Type of Erections *Poop & Forecastle*  
TONNAGE under Tonnage Deck... *4231.80* CLASS *100 A1* State if with freeboard as condition of Class *Yes* Built at *Odense*  
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 385* Launched *2-11-29* Yard No. *36*  
Total *4231.80* Breadth (greatest moulded) *B 54* Builders *Odense Stadskeisvaerk*  
Gross Tonnage *4731.71* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36'-6"* Owners *a/s. Hs. Dannelboeg*  
Register Tonnage *2864.94* 1st Longitudinal Number (L x D) *385 x (28'6") = 13800* Managers *E. K. Hansen*  
2nd Numeral L x (B + D) *= 34650* (Where necessary to be entered in Reg. Book.)  
Framing Depth "d," at middle of length. See Sec. 3 (1d) *24.58* Residence *Copenhagen*  
Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.55* Port of Registry *Copenhagen*  
Do. Long Bridge to top of keel *✓* If surveyed while building, afloat, or in dry dock  
Draught Moulded *24'10 1/2"* *While building*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. T/m	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. T/m	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b>	<i>27</i>	<i>✓</i>	<b>Bracket Floors, Frame</b>	<i>180 90 11 1/2</i>	<i>✓</i>
" " from 1/2 length to Collision bulkhead	<i>27 1/2 from 158</i>	<i>✓</i>	" " Reversed Frame	<i>180 75 9</i>	<i>✓</i>
" " in peaks	<i>25</i>	<i>✓</i>	" " Vertical Struts	<i>180 75 9</i>	<i>✓</i>
<b>DE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>41 56</i>	
Frame Amidships, Angle, E or C	<i>300 90 15</i>	<i>✓</i>	" " top Angles	<i>double 90 90 12 1/2</i>	
" " Extends up to	<i>2nd Deck</i>	<i>✓</i>	" " bottom Angles	<i>double 120 120 13 1/2</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		<b>Side Girders, No. each side and thickness</b>	<i>2 42</i>	
" " Extends up to	<i>✓</i>		<b>Margin Plate</b> depth (excl. of flange) and thickness	<i>40 50</i>	
Depth of Framing Girder	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>150 150 11 1/2 single</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	<i>150 90 11 every frame</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>150 150 11 1/2 double</i>	
" " Second 'tween Decks, Angle, E or C	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>continuous gusset plate 24" x 40</i>	
" " Third " " "	<i>✓</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>continuous gusset plate extra connections to T.S. B.C. and to margin plate</i>	
Framing in Peaks, Angle or C	<i>F 200 90 10 L</i>	<i>✓</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>6-3 46</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>1/8 6 1/2</i>	<i>✓</i>	<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>50 52</i>	
<b>FRAMING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>Stringers and web frames ✓ 3 web frames 36" x 40 3 web frames 34" x 46</i>	<i>✓</i>	Thickness of remainder in Holds	<i>40</i>	
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>Double frames, solid floors one extra intercostal 3 bottom strakes increased thickness</i>	<i>✓</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?	<i>yes</i>	
<b>ANGLE BOTTOM.</b>			<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or C	<i>180 85 10 1/2 (all steel)</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or C	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, C or E			Spacing	<i>every frame</i>	
" " Through Plate or Intercostal Plate			<b>Second Deck, amidships, Angle, E or C</b>	<i>280 90 12</i>	
" " Foundation Plate on Floors			Spacing	<i>every frame</i>	
" " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, E or C</b>	<i>✓</i>	
Side Keelsons, No. each side			Spacing	<i>✓</i>	
" " thickness of Intercostal Plate			<b>Fourth Deck, amidships, Angle, E or C</b>	<i>✓</i>	
" " Angles			Spacing	<i>✓</i>	
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, E or C</b>	<i>190 85 10</i>	
Solid Floors, thickness and spacing	<i>38 every 3rd frame</i>		Spacing	<i>every frame</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		<b>Bridge Deck, Angle, E or C</b>	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>26 1/2 38</i>	<i>✓</i>	Spacing	<i>✓</i>	
" " breadth and thickness at margin plate	<i>27 38</i>	<i>✓</i>	<b>Forecastle Deck, Angle, E or C</b>	<i>180 75 9 1/2 (all steel)</i>	
			Spacing	<i>every frame</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.
<b>PILLARS, No. of Rows.....</b>	✓								
"    in 'tween Decks, Size and Spacing.....	3 1/2	4	6"						
"    "    "    "    "    "	✓								
"    in Holds    "    "	None	✓							
"    "    "    "    "    "	✓								
<b>Centre Line Bulkhead.</b>									
Stiffeners and Spacing.....	280	90	13 1/2	4' 6"					
Plating, thickness of .....	30								
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells	55		48"						
"    "    "    "    in way of Bridge	✓								
"    Angle in Wells .....	120	120	14 1/2						
Thickness of Plating abreast Deck openings in way of Wells .....			42						
Thickness of Plating abreast Deck openings in way of Bridge .....	✓								
Thickness of Plating within line of openings...			36						
If Sheathed, material and thickness .....	Not sheathed								
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells...	35		42						
Stringer Plate, breadth and thickness in way of Bridge .....									
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...									
If Sheathed, material and thickness .....									
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness.....	✓								
If Plated, state thickness.....	✓								
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness.....	✓								
If Plated, state thickness .....	✓								
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness .....	36		35						
Plating, Sheathing, material and thickness ...	30	8	26						
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness.....	✓								
Plating, Sheathing, material and thickness ...	✓								
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness .....	36		35						
Plating, Sheathing, material and thickness ...	34								

## 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 .....	<i>49</i>	<i>.74</i>	<i>.84</i>	<i>.66</i>	<i>Owner extra forward</i>	<i>Double</i>	<i>1</i>	<i>4</i>	<i>4</i>	<i>1</i>	<i>3 3/4</i>	<i>Lapped</i>	
„ DBLG. (if any)													
BOTTOM PLATING, No. } of Strakes .....	<i>4</i>	<i>.54</i>	<i>.56</i>	<i>.50</i>	<i>ditto</i>	<i>Double</i>	<i>7/8</i>	<i>3 3/8</i>	<i>3</i>	<i>7/8</i>	<i>3 3/8</i>	<i>Lapped</i>	
BILGE PLATING, No. of } Strakes .....	<i>1</i>	<i>.54</i>	<i>.54</i>	<i>.52</i>	<i>ditto</i>	<i>"</i>	<i>7/8</i>	<i>3 3/8</i>	<i>3</i>	<i>7/8</i>	<i>3 3/8</i>	<i>"</i>	
SIDE PLATING, No. of } Strakes .....	<i>5</i>	<i>.54</i>	<i>32 .54</i>	<i>.47</i>	<i>ditto</i>	<i>"</i>	<i>7/8</i>	<i>3 3/8</i>	<i>3</i>	<i>7/8</i>	<i>3 3/8</i>	<i>"</i>	
UPPER DECK, Sheer- } strake in Wells.....	<i>51</i>	<i>.64</i>	<i>.47</i>	<i>.48</i>		<i>"</i>	<i>7/8</i>	<i>3 3/8</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
UPPER DECK, Sheer- } strake in Bridge ...	<i>✓</i>												
STRAKE BELOW Sheer- } strake in Wells.....	<i>58</i>	<i>.58</i>	<i>.47</i>	<i>.44</i>		<i>Double</i>	<i>7/8</i>	<i>3 3/8</i>	<i>3</i>	<i>7/8</i>	<i>3 3/8</i>	<i>Lapped</i>	
STRAKE BELOW Sheer- } strake in Bridge ...	<i>✓</i>												
POOP SIDE PLATING .....	<i>-</i>	<i>-</i>	<i>-</i>	<i>.38</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>one</i>	<i>3/4</i>	<i>2 3/4</i>	<i>Lapped</i>	
BRIDGE SIDE PLATING ...	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>									
FOREC'TLE SIDE PLATING	<i>-</i>	<i>-</i>	<i>.41</i>	<i>-</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>one</i>	<i>3/4</i>	<i>2 3/4</i>	<i>Lapped</i>	

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *one*  
 " Deck next below *six*  
 As per Rule *6*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
"    "    Second    "					
"    "    Third    "	26				
"    "    Holds .....	30	300.90.16	2	30	
COLLISION " (in Hold) .....	54	250.90.12	24	7 deck	2 semi box beam
AFTER PEAK "    "    .....	30				
	50	180.75.9	24	2 semi box beam	7 deck

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar .....</b>	✓			
<b>STEM .....</b>		9 1/2 x 2 1/2		
<b>STERN FRAME</b> { Propeller Post .....	✓			
Rudder " .....	C.S.	10 1/2 x 3	Witkowski	
<b>RUDDER—A x D.....</b>		151.5 x 3.97		
<b>Speed of Vessel.....</b>		11 1/2		
<b>RUDDER</b> mainpiece at head ...	Forging	11 1/2	(replans)	
"    "    heel ...		8 3/8		
how constructed .....		5 arms keyed & shroun on m.p.		
double or single plate	Single	1-10"		
coupling, vertical or horizontal .....	Horizontal			

STEEL.

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

PLATES - Witkowski Perghau - und Eisenhuten - Gewerk schaft  
 Sections - ditto

Has the Steel been tested as required by the Rules? *Yes.*



EQUIPMENT No. 35536.										LETTER <u>Z</u>	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.	Cwts.			
2087	1st Bower	64	0	6	✓			52	5	0	0	63 1/4	Gruuson	Messrs Otto	Magdeburg - 29/8/29 - M. Berg.
2079	2nd "	65	2	24	✓			51	7	2	0				ditto - 15/8/29 - Karl Hauf.
2083	3rd "	54	1	10	✓			44	19	2	21		Stockless	Gruuson & Co	ditto - 23/8/29 - Karl Hauf.
	Collective weight.	184	0	12								182			
2088	Stream	17	3	8	4	1	20	18	18	0	14		Ordinary Stock	Q. Magdeburg Buekau	ditto - 29/8/29 - M. Berg.

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.		
1934	135	2 1/4	9 1/8	127 1/2	361-3-6	682 1/4	270	2 1/4	Steel Link	N. V. Ned.	Rotterdam 14/8/29	TOWLINE	120	4 3/4	65	120	5"	Special	Pailler
1944	120	2 1/4	9 1/8	127 1/2	320-1-12				"	Ketting en	ditto 29/8/29	HAWSERS & WARPS	2 @ 3	26 1/2	2890	2 3/4	ditto		
1823c	15	2 1/4	9 1/8	127 1/2	40-1-0				"	Ankerfabrick	ditto 13/12/28	"	2 @ 3	2 3/4	15 1/2	2890	2 1/2		
Iron Stream Chain or Steel Wire	270	Cir.			22-1-18														
	90	4 1/4	52 3/4		Special Flexible		90	4 3/4											

Steering Gear, Steam Electric - J.B. Thrige. Odense										Steering Gear, Hand 2-6' dia hand wheels - worm gear.									
Boats 4 C 22'-0" x 4'-3" x 2'-9"										Steering Chains, Size and Test ✓									
1 singly 16' x 5-8 x 2-4										Windlass Electric - J.B. Thrige									
Ceiling in Holds, thickness and material 2 1/2" w.p.										Cargo Battens, thickness, material and spacing 6x2 w.p., 15" centres									
Cargo Hatchways.-(Upper Deck) 36" coverings 46" x 44"										Thickness of Hatches 2 1/2" w.p.									
Size of No. 1 Hatchway (Forward) 26'-8" x 18'-0"										No. 2 36'-0" x 18'-0"									
										No. 3 36'-0" x 18'-0"									
										No. 4 31'-6" x 18'-0"									
										No. 5 31'-6" x 18'-0"									
										No. 6 ✓									
Number of Shifting Beams and/or Fore and Afters No 1-5, No 2-4, No 3-7, No 4-6, No 5-6.																			
										Builder's Signature John Thlewarum-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 Yes										The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.									
(See letter)																			
This vessel has been built in accordance with the approved plans, Secretary's letters and to the Rules of this Society.																			
All the double bottom, tunnel, deep and peak tanks have been tested according to the Rules and found tight.																			
The workmanship is to my satisfaction.																			
The weather decks, bulkheads and tunnels have been hose tested & found tight.																			
The freeboard has been marked on the ships' sides, cut in and verified.																			
The flash point of oil is above 150°F																			

The amount of Entry Fee .... Kr. 145.60										Fees applied for, 12.3 19 30									
Special Survey Fee. Kr. 567.10										Received by me, 8/4/30									
Freeboard Kr. 163.80										I am of opinion the Vessel should be Classed + 100 A1									
Travelling Expenses, if any Kr. 1229.90										with freeboard -									
Less Kr. 60.00										fitted for carrying oil (2.30) F.P. above 150°F in Deep Tank									
State whether the Vessel has been built under Special Survey Yes										Signature J.G. Buchanan									
Certificate to be sent to Surveyors Office, Copenhagen Date of issue 27/3/30										Surveyor to Lloyd's Register of Shipping.									

Committee's Minute										FRI. 21 MAR 1930									
Character assigned										+ 100 A1									
										With freeboard									
										Fitted for Carrying oil (2.30) F.P. above 150°F in deep tank									
										Lloyd's Assoc., + Limb 2.30 C.F.									
										Oil. Eng. - S.B. 90th									
										Elec. Eng. -									
Write X										Lloyd's Register Foundation									



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.)

### Approved Plans.

Midship Section  
Profile and Decks  
Stringers and Webs  
Shell Expansion  
Boss Frames  
Stern frame and Rudder  
Propeller Brackets  
W.T. Bulkheads  
Deep Tanks for Oil  
Deep Tank Hatch Covers  
Motor Seating.

### Certificates

- 1 - Propeller Brackets
- 1 - Stern Frame.
- 1 - Rudder Main piece, Lead T arms.
- 1 - Interim certificate.

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

1st Bower HEAD - 44.1.10 : K.H. : 6761 : 15.8.29 SHANK - 17.3.10 : M.B. : 469 : 19.7.29.  
2nd " " - 44.1.25 : K.H. : 6737 : 30.7.29. " - 17.2.3 : M.B. : 468 : 19.7.29.  
3rd " " - 35.2.17 : K.H. : 6765 : 15.8.29. " - 14.2.8 : K.H. : 459 : 28.6.29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30.2 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 33.2 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 (stl) x Shelter Dk.

Official No. ✓ ; Signal Letters NHPG

Is bottom of Vessel coated with cement No if not give

particulars of composition oil carried

after peak 1 for peak - cement wash.

### PARTICULARS OF WATER BALLAST.—

Where Fitted.	OIL	*Length.		Water Capacity.	Where Fitted.	OIL	*Length.		Water Capacity.
		Feet.	Tons.				Feet.	Tons.	
Double bottom, aft,	FUEL OIL	315	119.3	342	Fore peak tank,	—	20.6	135	
Double bottom, under Engines and Boilers, FUEL OIL	17	—	—	—	After peak tank,	—	20.10	140	
Double bottom, if under Engines only, FUEL OIL	139	42.9	151	—	Deep tank, aft, SIDES OF TUNNEL - FUEL OIL	75.28	40.6	81.0	
Double bottom, if under Boilers only, FUEL OIL	594	176.3	645	—	Deep tank, forward, CARGO OIL, BALLAST or CARGO	999	27.0	1085	
Double bottom, forward,	—	—	—	—	Other tanks, if fitted,	—	—	—	
Total capacity of double bottom					(If necessary, furnish further information by sketch.)				
1138					* The wells are not to be included in the lengths of the tanks.				

Order for Special Survey No. 36

Date

5/4/1929.

Dates of Surveys held while building

1929 - May 30 : July 3.11.19.23.31 : AUG 7.13.14.23.29 : SEP 4.11.19.20.26 : OCT 2.8.11.16.23.28  
Nov 1.2.7.15.20.27 : DEC 2.3.10.29.30 - 1930 JAN. 6.7.10.16.22.30 : FEB 5.11.14.20.25

Total No. of Visits

44

Rpt. 4b.

Date of writing

No. in Sur  
Reg. Book.

40491, on

Built at

Engines made

Donkey Bo

Brake Horse

Nom. Horse

Trade for u

IL ENG

Maximum pres

Span of bearing

Revolutions pe

Crank Shaft

Flywheel St

Tube Shaft

Bronze Lin

propeller boss

If the liner d

If two liners

shaft ✓

Propeller,

Method of

Insul.

on-conducti

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Pumps com

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