

STEEL STEAMER OR MOTORSHIP.

Received at London Office

No 85648 in R.B.

State if Report has been sent on the Freeboard of the Vessel noState if Report is sent on the Machinery of the Vessel yesDate of completion of report 21st June 1947Port of CopenhagenNo. 12196Survey held at AalborgDate First Survey 9th January 47Last Survey 18th June

1947

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

Motor Vessel"African Reefer"

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

Complete SuperstructureTonnage

State Type of Erections

noneTonnage under
Deck ...1412.90of space or spaces
between Tonnage Dk.
and Upper Dk.

CLASS

100 A1 with
contemplatedState if with freeboard
as condition of Classyes

Built at

ElsinoreLength from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)L 300.10Launched 14th September 1935 Yard No. 230

Breadth (greatest moulded)

B 42.6Builders Helsingørsk Jernsk. & Msk.Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)D 26.5Owners Rederiet Ocean A/S.

1st Longitudinal Number (L x D)

12750

Managers

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D)

2068818438

Residence

Framing Depth "d," at middle of length. See
Sec. 3 (1d)11.30Port of Registry CopenhagenProportions—Depth to Length—Uppermost con-
tinuous deck to top of keel11.30

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to
top of keel18.5

Draught Moulded

18.5yes

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	22	✓	Bracket Floors, Frame	6 3 .32	✓
" " from $\frac{1}{2}$ length amidships to Collision bulkhead	22	✓	" " Reversed Frame	5 2 3 .32	✓
" " in peaks	24	✓	" " Vertical Struts	5 3 .32	✓
IDE FRAMING.			Centre Girder, depth and thickness amidships	36" x .42	
Frame Amidships, Angle, [or]	8 3 .38	✓	" " top Angles	double 3 3 .34	✓
" " Extends up to	2nd deck upper deck air.	✓	" " bottom Angles	double 3 1/2 3 1/2 .42	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	one .32	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	28" x .42	✓
Depth of Framing Girder	8	✓	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	3 3 .38	Angle
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	.42 every frame	✓
" " Second 'tween Decks, Angle, [or]	✓		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	✓	
" " Third	✓		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	44 3 x .38	✓
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	9 3 1/2 .40	every frame ✓	Tank Side Brackets, height above base line at toe of Frame and thickness	84" x .38	✓
" " in Peaks, Angle or [6 1/2 3 .32	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	3/4" 5 1/2" spaced.	✓	Breadth and thickness of Middle Line Strake	.36	✓
State if Frame Joggled	yes	✓	Thickness of remainder in Holds	.36	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes	✓	Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	yes	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes	✓	BEAMS.		
ANGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	6 3 .36	✓
Floors, Depth and thickness at mid-line in Holds	✓		" " in way of Bridge, Angle, [or]	✓	
Height of Brackets at side above base line at toe of frame	✓		Spacing	27	✓
Middle Line Keelson, on Floors, Angles, [or]	✓		Second Deck, amidships, Angle, [or]	7 3 .34	✓
" " Through Plate or Inter- costal Plate	✓		Spacing	27	✓
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, [or]	✓	
" " Flat Plate Keel Angles	✓		Spacing	✓	
Side Keelsons, No. each side	✓		Fourth Deck, amidships, Angle, [or]	✓	
" " thickness of Intercoastal Plate	✓		Spacing	✓	
" " Angles	✓		Poop Deck, Angle, [or]	✓	
DOUBLE BOTTOM.			Spacing	✓	
Solid Floors, thickness and spacing	.32 x 108"	✓	Bridge Deck, Angle, [or]	✓	
" " Are Frame and Reversed Frame joggled?	yes	✓	Spacing	✓	
Bracket Floors, breadth and thickness at middle line	30 1/2 x .32	✓	Forecastle Deck, Angle, [or]	✓	
" " breadth and thickness at margin plate	32 x .32	✓	Spacing	✓	

(MADE IN ENGLAND.)

003245-003251-0092 1/2

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	one			
" in 'tween Decks, Size and Spacing	I 180x180x 9/14 to 140x140x 8/12 on hatchends			
" in Holds	I 300x300x 2/20 to 220x220x 10/16 on hatchends			
Centre Line Bulkhead, Stiffeners and Spacing				
Plating, thickness of				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Walls	72x.38			
" " " " in way of Bridge				
" Angle in Walls	3 1/2 3 1/2 .42			
Thickness of Plating abreast Deck openings in way of Walls	.38			
Thickness of Plating abreast Deck openings in way of Bridge	.28			
Thickness of Plating within line of openings	.30			
If Sheathed, material and thickness				
Second Deck.				
Stringer Plate, breadth and thickness in Walls	26 3/4 x .36			

SHELL PLATING.

SCANTLINGS.				RIVETING.			
STRAKES.	AS IN VESSEL.			ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.			
	AMIDSHIPS.	FORWARD.	AFT.				
	Breadth.	Thickness.	Thickness.				
Flat Plate Keel	45	.64	.58	.58			
" Dblg. (if any)							
Bottom Plating, No. of Strakes	83	.48	.40	A = .40 B = .42	.54 fwd & L.		
Bilge Plating, No. of Strakes	28	.48	.40	.40	Steel on stem-frame .48		
Side Plating, No. of Strakes	81	.48	.40	.40			
Upper Deck, Sheer-strake in Wells	78	.48	.34	.30			
Upper Deck, Sheer-strake in Bridge							
Strake below Sheer-strake in Wells							
Strake below Sheer-strake in Bridge							
Poop Side Plating							
Bridge Side Plating							
Forecastle Side Plating							

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	1
" Deck next below	4
As per Rule	5

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second					
" " Third					
" " Holds					
COLLISION (in Hold)					
AFTER PEAK					

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM				
STERN FRAME				
Propeller Post	Cast	A/S. Strömman		
Rudder	Cast	Verkested Strömman		
Speed of Vessel		13 3/4		
RUDDER—Type		cast steel frame with metal		
" A x D.				
" Diam. of head		For. 9 1/2	A/S. Fredrik msk. Verkested	
" Mainpiece at top pintle		as per plan		
" " heel				
" how constructed		double .38 plates (weld on cast steel frame)		
" double or single-plate coupling, vertical or horizontal		vertical		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	Optimheart
Has the Steel been tested as required by the Rules?	Tested to G.L. Rules

EQUIPMENT No.

Number of Certificate.	Anchor.	Weight, Ex. Stock.	Test, Per Certificate.	Weight Required by Table 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
48203	1st Bower	37 3 0	34 6 1 0	35 1/2	Britannic	Head	Cradley Heath
48226	2nd	36 1 7	33 2 0 2 1	35 1/2	"	"	"
48543	3rd	31 0 7	29 9 1 14	30	"	"	"
48511	Stream	11 3 16 3 0 5	13 15 0 0	101	Ord. Stock	"	"

CHAIN CABLES.

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.
240	1 1/4	240	240	1 1/4	No	Certificates of cables available, when vessel returned from war services.			20ft	90	4
75	4	75	75	4	No	Certificates available.			20ft	90	3
									20ft	120	2 1/2

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.
240	1 1/4	240	240	1 1/4	No	Certificates of cables available, when vessel returned from war services.			20ft	90	4
75	4	75	75	4	No	Certificates available.			20ft	90	3
									20ft	120	2 1/2

Steering Gear, Type (Power or hand)	Th. B. Thrige electric	Alternative Means of Steering	hand emergency
Steering Chains (Size and Test)		Windlass	Th. B. Thrige electric
Ceiling in Holds, thickness and material	insulated Tanktop	Cargo Battens, thickness, material and spacing	insulated battens
Cargo Hatchways.—(Upper Deck)	Steel .44 coamings	Thickness of Hatches	2 1/2
Size of Hatchways No. 1 (Fwd.)	18'0" x 16'6"	No. 2	22'6" x 16'6"
No. 2	22'6" x 16'6"	No. 3	22'6" x 16'6"
No. 3	22'6" x 16'6"	No. 4	18'0" x 16'6"
No. 4	18'0" x 16'6"	No. 5	18'0" x 16'6"
No. 5	18'0" x 16'6"	No. 6	18'0" x 16'6"
No. 6	18'0" x 16'6"	No. 7	18'0" x 16'6"
No. 7	18'0" x 16'6"	No. 8	18'0" x 16'6"
No. 8	18'0" x 16'6"	No. 9	18'0" x 16'6"
No. 9	18'0" x 16'6"	No. 10	18'0" x 16'6"
No. 10	18'0" x 16'6"	No. 11	18'0" x 16'6"
No. 11	18'0" x 16'6"	No. 12	18'0" x 16'6"
No. 12	18'0" x 16'6"	No. 13	18'0" x 16'6"
No. 13	18'0" x 16'6"	No. 14	18'0" x 16'6"
No. 14	18'0" x 16'6"	No. 15	18'0" x 16'6"
No. 15	18'0" x 16'6"	No. 16	18'0" x 16'6"
No. 16	18'0" x 16'6"	No. 17	18'0" x 16'6"
No. 17	18'0" x 16'6"	No. 18	18'0" x 16'6"
No. 18	18'0" x 16'6"	No. 19	18'0" x 16'6"
No. 19	18'0" x 16'6"	No. 20	18'0" x 16'6"
No. 20	18'0" x 16'6"	No. 21	18'0" x 16'6"
No. 21	18'0" x 16'6"	No. 22	18'0" x 16'6"
No. 22	18'0" x 16'6"	No. 23	18'0" x 16'6"
No. 23	18'0" x 16'6"	No. 24	18'0" x 16'6"
No. 24	18'0" x 16'6"	No. 25	18'0" x 16'6"
No. 25	18'0" x 16'6"	No. 26	18'0" x 16'6"
No. 26	18'0" x 16'6"	No. 27	18'0" x 16'6"
No. 27	18'0" x 16'6"	No. 28	18'0" x 16'6"
No. 28	18'0" x 16'6"	No. 29	18'0" x 16'6"
No. 29	18'0" x 16'6"	No. 30	18'0" x 16'6"
No. 30	18'0" x 16'6"	No. 31	18'0" x 16'6"
No. 31	18'0" x 16'6"	No. 32	18'0" x 16'6"
No. 32	18'0" x 16'6"	No. 33	18'0" x 16'6"
No. 33	18'0" x 16'6"	No. 34	18'0" x 16'6"
No. 34	18'0" x 16'6"	No. 35	18'0" x 16'6"
No. 35	18'0" x 16'6"	No. 36	18'0" x 16'6"
No. 36	18'0" x 16'6"	No. 37	18'0" x 16'6"
No. 37	18'0" x 16'6"	No. 38	18'0" x 16'6"
No. 38	18'0" x 16'6"	No. 39	18'0" x 16'6"
No. 39	18'0" x 16'6"	No. 40	18'0" x 16'6"
No. 40	18'0" x 16'6"	No. 41	18'0" x 16'6"
No. 41	18'0" x 16'6"	No. 42	18'0" x 16'6"
No. 42	18'0" x 16'6"	No. 43	18'0" x 16'6"
No. 43	18'0" x 16'6"	No. 44	18'0" x 16'6"
No. 44	18'0" x 16'6"	No. 45	18'0" x 16'6"
No. 45	18'0" x 16'6"	No. 46	18'0" x 16'6"
No. 46	18'0" x 16'6"	No. 47	18'0" x 16'6"
No. 47	18'0" x 16'6"	No. 48	18'0" x 16'6"
No. 48	18'0" x 16'6"	No. 49	18'0" x 16'6"
No. 49	18'0" x 16'6"	No. 50	18'0" x 16'6"
No. 50	18'0" x 16'6"	No. 51	18'0" x 16'6"
No. 51	18'0" x 16'6"	No. 52	18'0" x 16'6"
No. 52	18'0" x 16'6"	No. 53	18'0" x 16'6"
No. 53	18'0" x 16'6"	No. 54	18'0" x 16'6"
No. 54	18'0" x 16'6"	No. 55	18'0" x 16'6"
No. 55	18'0" x 16'6"	No. 56	18'0" x 16'6"
No. 56	18'0" x 16'6"	No. 57	18'0" x 16'6"
No. 57	18'0" x 16'6"	No. 58	18'0" x 16'6"
No. 58	18'0" x 16'6"	No. 59	18'0" x 16'6"
No. 59	18'0" x 16'6"	No. 60	18'0" x 16'6"
No. 60	18'0" x 16'6"	No. 61	18'0" x 16'6"
No. 61	18'0" x 16'6"	No. 62	18'0" x 16'6"
No. 62	18'0" x 16'6"	No. 63	18'0" x 16'6"
No. 63	18'0" x 16'6"	No. 64	18'0" x 16'6"
No. 64	18'0" x 16'6"	No. 65	18'0" x 16'6"
No. 65	18'0" x 16'6"	No. 66	18'0" x 16'6"
No. 66	18'0" x 16'6"	No. 67	18'0" x 16'6"
No. 67	18'0" x 16'6"	No. 68	18'0" x 16'6"
No. 68	18'0" x 16'6"	No. 69	18'0" x 16'6"
No. 69	18'0" x 16'6"	No. 70	18'0" x 16'6"
No. 70	18'0" x 16'6"	No. 71	18'0" x 16'6"
No. 71	18'0" x 16'6"	No. 72	18'0" x 16'6"
No. 72	18'0" x 16'6"	No. 73	18'0" x 16'6"
No. 73	18'0" x 16'6"	No. 74	18'0" x 16'6"
No. 74	18'0" x 16'6"	No. 75	18'0" x 16'6"
No. 75	18'0" x 16'6"	No. 76	18'0" x 16'6"
No. 76	18'0" x 16'6"	No. 77	18'0" x 16'6"
No. 77	18'0" x 16'6"	No. 78	18'0" x 16'6"
No. 78	18'0" x 16'6"	No. 79	18'0" x 16'6"
No. 79	18'0" x 16'6"	No. 80	18'0" x 16'6"
No. 80	18'0" x 16'6"	No. 81	18'0" x 16'6"
No. 81	18'0" x 16'6"	No. 82	18'0" x 16'6"
No. 82	18'0" x 16'6"	No. 83	18'0" x 16'6"
No. 83	18'0" x 16'6"	No. 84	18'0" x 16'6"
No. 84	18'0" x 16'6"	No. 85	18'0" x 16'6"
No. 85	18'0" x 16'6"	No. 86	18'0" x 16'6"
No. 86	18'0" x 16'6"	No. 87	18'0" x 16'6"
No. 87	18'0" x 16'6"	No. 88	18'0" x 16'6"
No. 88	18'0" x 16'6"	No. 89	18'0" x 16'6"
No. 89	18'0" x 16'6"	No. 90	18'0" x 16'6"
No. 90	18'0" x 16'6"	No. 91	18'0" x 16'6"
No. 91	18'0" x 16'6"	No. 92	18'0" x 16'6"
No. 92	18'0" x 16'6"	No. 93	18'0" x 16'6"
No. 93	18'0" x 16'6"	No. 94	18'0" x 16'6"
No. 94	18'0" x 16'6"	No. 95	18'0" x 16'6"
No. 95	18'0" x 16'6"	No. 96	18'0" x 16'6"
No. 96	18'0" x 16'6"	No. 97	18'0" x 16'6"
No. 97	18'0" x 16'6"	No. 98	18'0" x 16'6"
No. 98	18'0" x 16'6"	No. 99	18'0" x 16'6"
No. 99	18'0" x 16'6"	No. 100	18'0" x 16'6"

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 (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 (where required to be inserted in the Notation).

The vessel has been constructed by Messrs. Halsingh & Ternite. Hk. Elmire and the plans approved by the G.L. The material was tested to the Rules of the G.L. During the war the vessel was classed with the (B.V.) Now the vessel has been submitted for a special survey in order to be classed with this Society. This special survey has been carried out at Messrs. Aalborg Værft A/S. Aalborg and repairs have been dealt with as per Rpt. 8, attached herewith. All the scantlings corresponding and satisfactory. No deterioration at all was found and therefore it was not considered necessary to drill the shell plating. The survey has been carried out in accordance with the Rules and as far as could be seen, the workmanship appears satisfactory. All

Amount of Entry Fee	£ 19	Fees applied for	19
Special Survey Fee	see Rpt. 8	Received by me,	
Travelling Expenses, if any	£	I am of opinion the Vessel should be Classed	100 A1 with freeboard
State whether the Vessel has been built under Special Survey	no	Signature	W. J. J. J.
Certificate to be sent to Surveyor's office	Capm. J. J. J.	Date of issue	16/1/47
Committee's Minute		Character assigned	100A1 with freeboard
			6,47 Abg
			S.S. Abg. - 6,47
			LMC 6,47 Oil Eng.
			S (0.9) 6,47

Classed 6,47

Delete: "Classification Contemplated"

W. J. J. J.

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.)

Steelwork has been calked, coated as necessary.
All holds and tween-decks are insulated. ✓

Plans:

Approved Midship Section
" Profile + Decks
" Sternframe + Rudder.
Certificate No. 103 Rudderhead.
" No. 104 Sternframe
" No. 105 Rudderframe.
Copy of interim certificate (attached with Rpt. 8)

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Cruiser stern. Ref. Mach.
D.F. E.S.D. Gyro compass. D.B. fitted for fuel oil, F.P. above 150°F.
Date of Build: 1935-11.

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

1st Bower.

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle ✓ ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. ✓

Official No. Signal Letters O.Y.D.H. Extreme Breadth over Belting ✓ Over-all Length 318'0" ✓
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 2 decks steel 10th & shelter dk

Parts of Bottom of Vessel coated with cement or approved composition D.B. not coated ✓

Particulars of composition (if fitted) and of approval ✓

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	92'3"	137	Fore peak tank,	24'6"	37.5
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	18'8"	82.0
Double bottom, if under Engines only,	38'3"	194	Deep tank, aft, <u>wing tanks, at tunnel side</u>	40'6"	160.0
Double bottom, if under Boilers only, <u>lubricating tank, A. 56-65</u>	✓	9	Deep tank, forward,		
Double bottom, forward,	114'9"	199.0	Other tanks, if fitted,		
Total length (if continuous) and Capacity	245'3" ✓	539.0	(If necessary furnish further information by sketch.)		

Order for Special Survey No. ✓

Date. ✓

Dates of Surveys
held while building



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Lloyd's Register
Foundation

Total No. of Visits 14