

With or Without Disconnected Erections.

STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel *yes*

Received at London Office 23 DEC 1924

Date of completion of report 17 December 1924

Survey held at *Karlshamn*

Port of *Malmö*

Date, First Survey 12 June 1923

Last Survey 5 November 1924

No. 620.

On the (State if Single, Twin, or Triple Screw) *Single screw motor vessel*

CLASS *100A1*

Rig *4 mast schooner*

TONNAGE under Tonnage Deck... *845.26*

Do. between Tonnage Dk. and 3rd and 4th Dk. *44.69*

Total under Upper Dk. *845.26*

Do. of Poop *74.71*

Do. of R.Q.Dk. *60.73*

Do. of Bridge House *1025.39*

Do. of Forecastle *79.83*

Do. of Houses on Dk. *328.13*

Do. of excess of Hatchways *35.42*

Do. above Crown of Engine Room *582.01*

Gross Tonnage *582.01*

Less Crew Space *210.58*

Less above Crown of Engine Room *35.13*

Less Engine Room *35.42*

Less Navigation Spaces *582.01*

Register Tonnage as cut on Beam *582.01*

Breadth (greatest moulded) *35'-0"*

Depth, at middle of length from top of keel to top of upper deck beams at side *16'-6"*

Transverse Number *(B+D) 57.5*

Length on deck from fore part of stem to after part of stern post *213'-0"*

Longitudinal Number *Lx(B+D) 10969.5*

Depth "d," at middle of length (See Secs. 2 & 18) *13'-7 1/2"*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *12.9*

" " Long Bridge Deck Beam at side to top of keel *✓*

Destined Voyage *Oslo, Denmark*

Built at *Karlshamn*

When built *1924* Launched *18/12/23*

By whom built *AB. Karlshamns Skeppvarv*

Owners *Akties. Görrissen & Co.*

Managers *✓*

Residence *Christiania*

Port belonging to *Christiania*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
<i>213</i>	<i>0</i>		<i>35'</i>	<i>0</i>		<i>16'</i>	<i>6"</i>		<i>1</i>	<i>1</i>

Dimensions of Ship per Register, Length *210.58* breadth *35.13* depth *13.94* Moulded depth, ft. *16* ins. *6"* To Bridge Dk. Round of Upper Dk. Beam, Actual *8 3/4* ins.

FRAMING.						PILLARS.					
TIME, Angles, or Bars amidships	in Ship.	in Ship.	in Ship.	per Rule	per Rule	PILLARS In 'tween Deck, size and spacing	Size in Ship.	Spacing in Ship.	per Rule, Or as	per Rule, Approved.	
Do. in peaks	170	75	10.5	170	75	" " Hold	Four angles 115 x 115 x 11.50 per profile	Four angles 100 x 100 x 11 as per profile			
Do. in way of Double Bottoms at Solid Floors	75	75	9.7	75	75	" Quarter 'tween Dks.,					
" " at intermdt. Bkts.	120	75	8	115	75	" " in Hold					
acing of Frames from centre to centre amidships	622			622							
" " from 1/2 length to Collision bulkhead	622			622							
" " in peaks	622			622							
VERSED FRAME, Angles.						KEELSONS & STRINGERS.					
Do. in way of Double Bottoms at Solid Floors	65	65	8-7	65	65	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" " at intermdt. Bkts.	100	75	8	100	75	" Rider Plate					
AMING, depth of girder <i>bulk angles</i>	170			170		" Flat Plate Keel Angles					
DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						" Horizontal Plates on Floors					
" in way of Engine and Boiler Spaces						" Angles or Bulb Angles					
" thickness at the ends of vessel						SIDE KEELSONS, Number					
" depth at 1/2 the half breadth, as per Rule						" Angles or Bulb Angles					
" height extended at the Bilges						" Plate above floors, for length					
DOORS in Cell. Double Bottoms	865		8-7	865	8-7	" Intercoastal Plate, for length					
" state if flanged (top & bottom)	40					" Attached to outside Plating with Angle					
" Spacing of Solid floors	1244			1244		BILGE KEELSON, Angles					
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	865		9.5-8	865	9.5-8	" Intercoastal Plate for length					
" " Angles, Top	75	75	9	75	75	" Attached to outside Plating with Angle					
" " Bottom	90	90	11	90	90	SIDE STRINGERS, Number					
" " to Floors	75	75	8-7	65	65	" " Angle					
" Brackets at intermdt. frmg., wdth & thcknss	670		8	670	8	" Intercoastal Plate, for length					
DE GIRDERS, number on each side & thickness	One		8-7.5	One	8-7.5	" Attached to outside plating with Angle					
" " state if flanged (top and bottom)	40										
" " Angles (top and bottom)	65	65	8	65	65	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	1120 - 600	13-8.5	1100 - 560	12.5-8.5	
" " to Floors	100	75	8-7	65	65	" " br'dth & thickness (in way of Bridge)	7mm dble at forward end				
RGIN PLATE, depth (exclusive of flange) and thickness	710		9-7.5	650	8-7.5	" " Angle (clear of Bridge)	1120	13			
" " Angle to Outside Plating	75	75	9	75	75	" " Tie Plate at sides of Hatchways	100 x 100 x 12.5 - 8.5	100 x 100 x 12.5 - 8.5			
" " Floors	100	75	8	100	75	" Deck * Steel, for full lng.					
" Brackets at intermdt. frmg., wdth & thcknss	670		8	670	8	" " Thickness (clear of Bridge)					
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	1220		12-8		10-8	" " (in way of Bridge)					
" " in Engine and Boiler space			12		9.5	" Wood Deck. Material & thickness					
" " Remainder in Holds			8		8-7.5	Second Deck Stringer Plate, br'dth & thickness					
MS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	240	90	12.5	240	90	" Angles on ditto, No.					
" In way of Long Bridge						" Tie Plates outside Hatchways					
" Spacing	1244			1244		" Deck * Iron or Steel, for lng.					
MS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Wood Deck. Material & thickness					
" Spacing						Third Deck Stringer Plate, br'dth & thickness					
MS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Angles on ditto, No.					
" Angles on upper edge						" Tie Plates, outside Hatchways					
" Spacing						" Deck * Material and thickness					
MS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	120	70	9	150	75	Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Angles on upper edge	150	75	11	150	75	" " Angles on ditto, No.					
" Spacing	622			1244		" " Tie Plates outside Hatchways					
MS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	150	75	11	150	75	" " Deck. Material & thickness					
" Angles on upper edge						Poop Deck Stringer Plate, breadth & thickness	600	9	500	7	
" Spacing	622			1244		" Angle on ditto	75 x 75	9	75 x 75	7	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	200	75	11.5	200	75	" Tie Plates	200	8	200	7	
" Angles on upper edge						" Deck. Material and thickness	Swed. pine	75	Swed. pine	70	
" Spacing	1244			1244		Bridge Deck Stringer Plate, br'dth & thickness	760	9	916	7.5	
						" Angle on ditto	75 x 75 x 7.5		75 x 75 x 7.5		
						" Tie Plates					
						" Deck. Material and thickness	Steel	8	Steel	8	
						Forecastle Deck Stringer Plate, br'dth & th'kns					
						" Angle on ditto	75 x 75 x 7.5		75 x 75 x 7.5		
						" Tie Plates					
						" Deck. Material and thickness	Steel	8	Steel	8	

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

210-0056 1/2

[illegible]

EQUIPMENT No. 11630 -				LETTER n -				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.			
38826	1st Bower ...	26	1	22	✓	✓	✓	26	0	0	0	25	1	27	Stockless, Britannia	Rich. Sykes & Son. Ltd. Cradley Heath, 21-8-23 L. E. Paul
38971	2nd " ...	25	1	14	✓	✓	✓	25	1	2	7	25	1	27	" " " "	" " " " 1-10-23 " "
38843	3rd " ...	22	0	6	✓	✓	✓	22	7	2	0	22	0	2	" " " "	" " " " 29-8-23 " "
	4th " ...														" " " "	" " " " "
	Collective weight.	73	3	14	-							73	0	0	-	
38831	Stream	7	0	12	1	3	12	9	7	0	21	6	2	0	Ordinary	" " " " Cradley Heath, 22-8-23 L. E. Paul
	Kedge.....															

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

1st Bower 15-2-21 - *DR. Williamson* 6045 17-7-23
2nd " 15-2-14 - *DR. Williamson* 6102 11-9-23
3rd " 14-0-0 - *DR. Williamson* 5971 19-6-23
4th "

CHAIN CABLES.										HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towing.	Length and Size per Table 31.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
383	390.88m	38	40940	59350	13348	12220	385	38	Steel cable in 100 fms.	Forgue Chauxvignes St. Amand-les-Eaux 25-3-24	John Crighton	TOWLINE	165	83	22350	165	83
												HAWSERS & WARPS	165	57	9650	165	57
Stream Chain Steel Wire	135	89		26420			135	89				" "	165	57	9650	165	44
												" "					

Boats 2 wooden

Pumps, Number None

Windlass is Patent steam - good

Engine Room Skylights.—How constructed? Steel plating

Coal Bunker Openings.—How constructed? None

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 scuppers each side. 6 freeing ports each side 16' x 3'-1"

Ceiling in Holds, thickness and material 65 mm pine

Cargo Hatchways.—How formed? Steel coamings

State size No. 1 Hatch (Forward) 24'6" x 15'11" No. 2 Hatch 24'6" x 15'11" No. 3 Hatch 22'6" x 15'11" No. 4 Hatch 22'6" x 15'11"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 6 web plates to Nos. 1 & 2 hatches, 5 to Nos. 3 & 4 hatches.

Bulwarks, height above deck and description 1/2 in. steel plating, stays 175 x 75 x 11 L Main Rail, material and size 175 x 75 x 11 mm

The foregoing is a correct description.

Builder's Signature (here only)

KARL SHAMNS SKEPPSVARF

Surveyor's Signature

Qujorensen

Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) London letters: M 27/10, 29/10, 1924 E 5/2, 1/5, 4/6, 2/7, 4/7, 1/10, 2/10, 3/2 1923 2/9, 4/11, 10/11, 1924. Copenhagen letters: 29/8, 6/9, 18/9, 29/9, 23/10, 8/12 1923 3/9, 3/9 1924.

Workmanship. Are the butts of plating planed or otherwise fitted? Carefully fitted

Is the riveted work properly closed? yes

Are the liners between the frames and plates solid single pieces? yes Do the holes for riveting plate to frames, butt straps, or plate

to plate, &c., conform well to each other? yes Are the rivet holes well and sufficiently countersunk in the plate and punched

from the facing surfaces? yes Do any rivets break into or through the seams or butts of the plating? no

Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? See below State results of tests

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? See below State results of tests

General Remarks (State quality of workmanship, &c.) This vessel has been built and surveyed under the usual Rule conditions in accordance with plans approved of by the Copenhagen office.

Double reverse bars to floors and additional side girders fitted under the engines. — double bottom, peak tanks, bulkheads, & shells lined with (see letter)

Bottom strengthened forward of 3/5 L.

Workmanship good.

With the Master's consent no Downton pump was fitted.

When the vessel left Karlobohum for the loading port: Aalborg, Denmark, the following requirements remained to be complied with, viz.:

Stoppers to be fitted on the poop deck in way of the rudder quadrant.

Fitting of the air and sounding pipes with protection to be completed.

Steam fire extinguishing arrangements to be completed.

The fitting of the hold ventilators to be completed.

The hatch rests on the hatchway end coamings to be made equivalent to the rule

The Surveyor should state the Number of Report and Name of any Sister Vessel.

P. T. O.

Plans to be forwarded with F.E. Report showing vessel as built, and list of plans should be embodied in report.

Freeboard fee Kr. 91.00

The amount of Entry Fee £K : 91:00

Special Survey Fee.... £K : 1700:00

Travelling Expenses, if any £K : 1703:85

Fees applied for,

17/12 1924

Received by me,

28/12 1924

Hull

" Certificate to be sent to

Moby

Udvalgt.

Date of issue 20/12/25.

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

without

100A1 - subject to the survey being completed as above.

Qujorensen

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

TUES. 20 JAN 1925

100A1

FRI. 13 FEB 1925

Lloyds a.s.b.O

Lm 6 11.24

oil engine

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Lloyd's Register

Foundation

W210-000000

WEB-FRA
WEB-FI
WEB-FI
BRACKI
Web F
B
Total No.
In Ship
SCANTLI
Are the
STRAI
FLAT PLATE K
(If Bar Keel, state
GARBOARD OR
State actual
thickness in
way of Double
Bottom.
THICKNESS OF SHEET
CLEAR OF LONG BR
DO. OF STRAKE B
DEBG. of Flat Plate
POOP SIDES
SHORT BRIDGE SID
FORECASTLE SIDES
Upper Deck
Stringer Plate
Second Deck
Stringer Plate
FRAMES extend
REVERSED FRA
LOWER MASTS
Rigging, Material
Sails.

GENERAL REMARKS—
requirements and the hatch covers with supports to be examined in position.
Weather decks with trunks to be tested as per rule.
Portable steel doors to be fitted in way of the tonnage openings in the bridge
after end bulkhead as required if the Society's freeboard were to be marked on the
vessel's sides.
The Master stated the vessel, now belonging to Norway, would not require the
Society's freeboard.
The Copenhagen Surveyors were informed about the above outstanding requirements
amidships section and profile plans showing vessel as built will be forwarded
to London as soon as received from the Builders.
A removable wooden tween deck flat on iron beams was made in the forward part
of the fore hold. The same extends from the collision bulkhead to a removable wooden
bulkhead fitted for full height of hold at the after end of No. 1 hatchway.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20.4 ft., R.Q.D. 1 ft., Bridge 47 ft., Forecastle 26.5
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 Stk (Stl) 1 1/2 B.

Official No. Not obtainable: here. Signal Letters LDQS. State if Machinery is fitted aft. no
If bottom of Vessel has been coated Inside yes Outside yes give particulars of paint or other composition inside cement, except in oil
outside patent composition

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system.

Where Fitted.	*Length. Feet.	Water Capacity. Tons oil	Where Fitted.	*Length. Feet.	a r C
Double bottom, aft,	82	126 1/5	Fore peak tank,		
Double bottom, under Engines and Boilers,	16	32 29	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	77	121 109.5	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		279 253.5	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 175'
Order for Special Survey No. H6
Date 30th October 1923
No. 12 in builder's yard.
DATES OF SURVEYS held while building
12/6, 13/6, 19/7, 20/7, 10/8, 11/8, 13/9, 26/10, 27/10, 12/11, 13/11, 11/12, 12/12, 18/12, 1923
4/4, 5/4, 16/4, 7/7, 8/7, 26/8, 27/8, 14/10, 15/10, 27/10, 28/10, 1/11, 2/11, 3/11, 4/11, 5/11
Total No. of Visits
Surveyor's Signature
Guizarsen
Lloyd's Register
Foundation