

STEEL STEAMER or MOTORSHIP.

Received at London Office 10 JAN 1929

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 *December 28th* Port of *Copenhagen* No. *7858*Survey held at *Nakskov* Date First Survey *March 15th 28* Last Survey *Dec. 22nd* 1928On the *(State of Machinery, fitted Aft and* *TWIN SCREW MOTOR SHIP "SIR KARL KNUDSEN" MACHINERY FITTED AFT.*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *FULL SCANTLING LONGITUDINAL SYSTEM TANKER CARRYING PETROLEUM IN BULK.* State Type of Erections *Rep. BRIDGE & FILE*TONNAGE under *7079.08* CLASS *100 A.1* State if with freeboard *No* Built at *NAKSKOV*Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern } *L 450'0"*Breadth (greatest moulded) *B 59'00"* Launched *SEPT. 29th* Yard No. *33*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34'4"* Builders *NAKSKOV SKIBSVERET, NAKSKOV*1st Longitudinal Number (L x D) *450 x 33.3 = 14998.5* Owners *A. F. KLAVENESS, 60 a/s*2nd Numeral L x (B + D) *450 x (59 + 33.3) = 41548.5* Managers *Skibskreditforeningen, Silkeborg*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13'10"* (Where necessary to be entered in Reg. Book.)Proportions—Depth to Length—Uppermost continuous deck to top of keel *13'10"* Residence *OSLO*Do. Long Bridge to top of keel Port of Registry *OSLO*

If surveyed while building, afloat, or in dry dock

Draught Moulded *WHILE BUILDING, AFLOAT & IN DRY DOCK*

REGISTERED DIMENSIONS. FEET.

Length *450.5*Breadth *59.2*Depth *34.7*

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>LONGITUDINAL FRAMING</i>			Bracket Floors, Frame		
" " <i>DEEP TANK FORWARD</i>	<i>27</i>		" " Reversed Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead.....	<i>24</i>		" " Vertical Struts		
" " in peaks..... <i>FORE PEAK</i>	<i>25</i>		Centre Girder, depth and thickness amidships <i>UNDER MOTORS</i>	<i>66 56</i>	
" " <i>AFTER PEAK</i>			" " top Angles <i>DOUBLE</i>	<i>32 32 54</i>	
SIDE FRAMING.			" " bottom Angles <i>DOUBLE</i>	<i>4 4 61</i>	
Frame Amidships, Angle, [or]			Side Girders, No. each side and thickness	<i>2 OFF</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>HORIZONTAL</i>	
Reversed Frame Amidships, Angle			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		
" " Extends up to.....			" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem		
Depth of Framing Girder.....			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem.....		
" " Second 'tween Decks, Angle, [or]			Tank Side Brackets, height above base line at toe of Frame and thickness)		
" " Third " "			INNER BOTTOM PLATING, <i>UNDER MOTORS</i>	<i>53</i>	
Framing in Peaks, Angle or [<i>AFTER PEAK</i>] <i>8 32 49, 200-85-12.5</i>			Breadth and thickness of Middle Line Strake ...		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>54</i>		Thickness of remainder in Holds		
State if Frame Joggled	<i>No</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?		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	<i>WEB FRAMES & STRINGERS</i>		BEAMS.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>SHELL MIDSHIP THICKNES AND 2 SIDE GIRDERS</i>		Uppermost Continuous Deck, amidships) in Wells, Angle, [or]		
SINGLE BOTTOM. <i>IN DEEP TANK F.W.O.</i>	<i>DOUBLE FRAMES IN FLOORS</i>		" " in way of Bridge, Angle, [or]		
Floors, Depth and thickness at mid-line in Holds			Spacing		
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, [or]		
Middle Line Keelson, on Floors, Angles, [or]	<i>BULKHEAD</i>		Spacing		
" " Through Plate or Intercoastal Plate...	<i>51-44</i>		Third Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors	<i>4 4 58</i>		Spacing		
" " Flat Plate Keel Angles	<i>3 OFF</i>		Fourth Deck, amidships, Angle, [or]		
Side Keelsons, No. each side <i>F.W.O.</i>	<i>42</i>		Spacing		
" " thickness of Intercoastal Plate...	<i>8 32 40 8-32-38</i>		Poop Deck, Angle, [or]		
" " Angles <i>SINGLE BA</i>	<i>45 34</i>		Spacing		
DOUBLE BOTTOM. <i>UNDER MOTORS</i>			Bridge Deck, Angle, [or]		
Solid Floors, thickness and spacing	<i>Yes</i>		Spacing		
" " Are Frame and Reversed Frame joggled?			Forecastle Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line.....			Spacing		
" " breadth and thickness at margin plate.....					

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 <i>ONE ROW IN FORE HOLD.</i>					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	✓	44		✓
„ „ „ „ „					Thickness of Plating abreast Deck openings in way of Bridge	✓			
„ in Holds „ „					Thickness of Plating within line of openings...	✓			
„ „ „ „ „					If Sheathed, material and thickness	✓	No. SHEATHING.		
Centre Line Bulkhead. <i>B.A. 50FF. 250x90x11/10FF 230x90x11</i>				<i>30FF 10x3 1/2 x 42</i>	Third Deck.				
Stiffeners and Spacing..... <i>10FF. 220x85x10 1/2 10FF 200x85x11</i>				<i>10FF. 9 1/2 x 3 1/2 x 47</i>	Stringer Plate, breadth and thickness.....	✓			
Plating, thickness of <i>5/16 to 1/4</i>				<i>10FF 9 1/2 x 3 1/2 x 40</i>	If Plated, state thickness.....	✓			
STRINGERS AND DECKS.				<i>10FF 8 1/2 x 3 x 36</i>	Fourth Deck.				
Uppermost Continuous Deck.				<i>10FF 8 1/2 x 3 x 40</i>	Stringer Plate, breadth and thickness.....	✓			
Stringer Plate, breadth and thickness in Wells	56	69	✓	<i>10FF 7 1/2 x 3 x 38</i>	If Plated, state thickness	✓			
„ „ „ „ in way of Bridge		84	✓	<i>10FF 7 1/2 x 3 x 35</i>	Poop Deck.				
„ Angle in Wells	6	6	68	<i>20FF 7 x 3 x 44</i>	Stringer Plate, breadth and thickness	✓	37	36	✓
Thickness of Plating abreast Deck openings in way of Wells		58	✓		Plating, Sheathing, material and thickness	✓	28	SHEATHED 6x2 1/2	✓
Thickness of Plating abreast Deck openings in way of Bridge					Bridge Deck.				
Thickness of Plating within line of openings...					Stringer Plate, breadth and thickness.....	✓	41	42	✓
If Sheathed, material and thickness					Plating, Sheathing, material and thickness	✓	34		✓
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	58	45	✓		Stringer Plate, breadth and thickness.....	✓	35	36	✓
					Plating, Sheathing, material and thickness	✓	36	SHEATHED UNDER WINDLASS.	✓

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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	56	99	80"	80	153" x 99"	DOUBLE.	1	3 1/2	3.	1 1/8"	4 1/2	DOUBLE STRAPS.	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes 4	74	65	65	52	✓	DOUBLE	7/8	3 1/2	4.	7/8	3 1/8	LAPPED.	
BILGE PLATING, No. of Strakes 64		65	56	56	✓	"	"	"	"	"	"	-	
SIDE PLATING, No. of Strakes 4	65	63	49	52	✓	"	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....	72	85	52	58	✓	"	1	3 1/2	3	1 1/8"	4 1/2	DOUBLE STRAPS	
UPPER DECK, Sheer- strake in Bridge ...	72	98			✓	"	1	3 1/2	3.	1 1/8"	4 1/2	"	
STRAKE BELOW Sheer- strake in Wells.....	73	76	49	52	✓	"	7/8	3 1/8	4.	7/8	3 1/8	LAPPED.	
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING			48	40	✓	SINGLE	3/4	3	2	3/4	2 5/8	LAPPED	
BRIDGE SIDE PLATING ...		42-50			✓	-	-	3	2	-	-	"	
FOREC'TLE SIDE PLATING			42		✓	-	-	3	2	-	-	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)		11				
„ Deck next below		5				
As per Rule		16				
		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings, Spacing.		Scantlings, Spacing.	
IN SUMMER TANKS		34	6 1/2 x 34 7			
MIDSHIP BULKHD, Upper tween decks						
„	„ Second „					
„	„ Third „					
„	„ Holds	52-36	W&B	ONE	6 1/2 x 32 7	10 x 32 x 49 7 32
COLLISION	„ (in Hold)	52-49	6 1/2 x 32 7		6 1/2 x 34 7	32.
AFTER PEAK	„ „	42-36	8 x 3 x 38 7	24	8 1/2 x 3 x 40 1	
			8 1/2 x 3 x 40 1			

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT PLATE.			
STEM	FORGED STEEL	10 1/2 x 2 5/8	SKODA WORKS LTD PILSEN C.S.R.	
STERN FRAME { Propeller Post	BRACKET CAST STEEL	17 1/2	„	
„ { Rudder Post	„	9 x 4	„	
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head	FORGED STEEL	12 1/4	SKODA WORKS LTD PILSEN C.S.R.	
„ „ heel		9 5/8		
„ how constructed	BALANCED RUDDER 4 ARMS SHRUNK ON BLEYED TO MAIN PIECE	1-12		
„ double or single plate coupling, vertical or horizontal				
		HORIZONTAL 6 BOLTS 3 1/2 DIA		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Platts, August Thyssen Muhlheim - Ruhr*
Profilen Vereinigte Stahlwerke Hoerder Verein
 Has the Steel been tested as required by the Rules? *Yes.*

Lloyd's Register Foundation

EQUIPMENT No. 43089												LETTER B+	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.			
982	1st Bower ...	77	0	13	✓			57	8	3	0	72-2-0	STOCKLESS.	OTTO GRUSON CO	MAGDEBURG 10-10-28 KH.
872	2nd „ ...	70	0	0	✓			53	15	0	0	72-2-0	„	„	13-1-28 M/B.
877	3rd „ ...	66	3	26	✓			52	2	2	0	62-0-0	„	„	13-1-28 M/B.
	Collective weight.	214	0	10								207-0-0			
874	Stream	19	3	19	5	0	13	20	15	0	0	20-2-0	COMMON	„	DO

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.	Ins.	Tons.	Length.	Ins.
	Fathoms.	Ins.			Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
49.	300	2 3/8	101.5	1421	901-0-9	884-2-0			300	2 3/8	5 TWO LINK.	BORSIGWERK 9/5	BORSIGWERK 9/5 22-2-28 V.S.	TOWLINE...	130	5 1/2	71.	130	5 1/2
						1844								HAWSERS & WARPS	4.	100	8.	MANILA.	
															4	90	3 1/2	26	
Iron Stream Chain or Steel Wire	120	5.		59					120	5	STEEL WIRE.				2	90	2 3/4	15 1/2.	

Steering Gear, ~~Steam~~ ELECTRIC HYDRAULIC HASTEN CO GREENOCK. Steering Gear, Hand WORM GEAR.
 4 LIFEBOATS 22'-0" x 6'-3" x 3'-0"
 Boats 1 JOLLY. 17'-0" Steering Chains, Size and Test TELE MOTOR. Windlass STEAM CLARKE CHAPMAN 10" x 14"
 Ceiling in Holds, thickness and material NO CEILING FITTED. Cargo Battsens, thickness, material and spacing NONE.
 Cargo Hatchways.—(Upper Deck) 20 OFF OIL TIGHT HATCHES. 6'-0" x 3'-6" x 2'-8". Thickness of Hatches 4 1/2" NO HATCH. 2 1/2 WOOD.
 Size of No. 1 Hatchway (Forward) 12'-0" x 16'-0" No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓
 Number of Shifting Beams and/or Fore and Afters NO HATCH 2. 7 1/2 75 x 75 x 10 11 x 30

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 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 in accordance with the Secretary's letters, approved plans and as required by the Societas rules
 The workmanship is good and in my opinion satisfactory
 The vessel is intended to carry petroleum in Bulk; all the Oil tanks, Oil Fuel and lubricating tanks, Coffordams, double bottom under motors & peak tanks have been tested as required by the Rules & found tight
 The decks clear of the Oil tanks have been tested with water from a hose & found tight
 Norwegian Lube and only marked on the Vessel's sides,

The amount of Entry Fee KR 182.00: Fees applied for, 8. 1. 1929.
 Special Survey Fee.... KR 1238.72: Received by me, 5. 2. 29.
 Travelling Expenses, if any KR 957.80:
 State whether the Vessel has been built under Special Survey yes Signature Cyrt B. Seaver.
 Certificate to be sent to Copenhagen. Date of issue 14/1/29. Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 15 JAN 1929
 Character assigned + 100 A1 Carrying Petroleum in Bulk
Lloyd's A & C P + L.M.C. 12-28 Oil Engines
2 & B-185 lb.
 FRI 22 FEB 1929
 M. K. C. (Horn)
 J. M.



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Lloyd's Register Foundation

0048 2/13

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.)

The following approved plans are now sent.

Midship Section
Profile and deck plans
Fore End Sections
After End Sections.
Bracket Details.
Motor Section.
Stern Post and Rudder.
Framing in Afterpeak.
Shaft Brackets.

The following certificates are now sent.

Rudder Frame.
Propeller Brackets.
Stern Post.
Giller.

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

1st Bower	51.2.0	M.B.	5785	13.9.28
2nd "	45.0.5	M.B.	5104	29.12.27
3rd "	47.0.2	M.B.	3452	12.1.28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 102 ft., R.Q.D. ☒ ft., Bridge 33.5 ft., Forecastle 51.75 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).

2 D^{ss} (64) - Oak Frames, Longitudinal Framing.

Official No. ; Signal Letters LGW.C per 1870

Is bottom of Vessel coated with cement ☒ if not give

particulars of composition in the fore & after peak tanks only (Cement washed)

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓		Fore peak tank,	22.6	103.0
Double bottom, under Engines and Boilers,	✓		After peak tank,	18.9	118.0
Double bottom, if under Engines only, ^{MOTORS} FEED WATER	31.4	60.8	Deep tank, aft,	25.9	273.0
Double bottom, if under ^{MOTORS} LUBRICATING OIL	5.8	21.0	Deep tank, forward,	36.0	462.0
Double bottom, forward, ^{MOTORS} ENGINE OIL	36.10	200.4	Other tanks, if fitted,		
Total capacity of double bottom		282.2	(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. 19

Date May 7th 1927

Dates of Surveys held while building

1928. 5/3, 20/3, 11/4, 24/4, 5/5, 15/5, 16/5, 23/5, 30/5, 8/6, 27/6, 3/7, 9/7, 25/7, 3/8, 14/8, 4/9, 6/9, 10/9, 19/9, 20/9, 21/9, 24/9, 25/9, 28/9, 29/9, 16/10, 26/10, 6/11, 9/11, 20/11, 21/11, 27/11, 30/11, 3/12, 4/12, 6/12, 10/12, 13/12, 17/12, 18/12, 19/12, 20/12, 22/12.

Total No. of Visits 44

1*.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Number.	Diameter.
Length of \angle , L or R	200	85	11				6	3	40							
Plating in Bridge 'tween Decks ...							7 1/2	3 1/2	47				7/8	5 1/4		8 7/8 5.
Plating from Uppermost Continuous Deck No. 1																10 7/8 3.
" 2							8	3 1/2	40							-
" 3							8 1/2	3 1/2	42							9 7/8
" 4	9	3 1/2	44				9	3 1/2	42					4" For 9.		-
" 5							9 1/2	3 1/2	40							10 7/8
" 6	250	90	11				9 1/2	3 1/2	44							-
" 7							10	3 1/2	44							-
" 8	10	3 1/2	44				10	3 1/2	47					3" For 9		11 7/8 5
" 9	10 1/2	3 1/2	52				10 1/2	3 1/2	44							14 7/8 3.
" 10																
" 11																
" 12																
" 13																
" 14																
" 15																
" 16																
Plating of Longitudinal Frames																
Amidships																
At Ends																
Plating of Tank Top Longitudinals																
Bottom																
Plating of Longitudinals																
Amidships																
At Ends																
Transverses.																
Bridge																
Plating in Decks																
Depth and Thickness	20	38					20	38								
Face Angles	3 1/2	3 1/2	40				3 1/2	3 1/2	40							
Lugs to Shell	3 1/2	3 1/2	40				3 1/2	3 1/2	40							
Depth and Thickness	33	40					33	40								
Face Angles	8 1/2	3 1/2	40				8 1/2	3 1/2	40							
Lugs to Shell	3 1/2	3 1/2	40				3 1/2	3 1/2	40							
Depth and Thickness	60	46					60	46								
Face Angles	6	3 1/2	40				6	3 1/2	40							
Lugs to Shell	6	6	46				6	6	46							
Brackets																
Plating of Transverse Frames																
State if joggled or liners.																
Longitudinal																
Beams of																
L or R																
Bridge Deck ...	6	3	32				6	3	32							
Upper	7	3	34				7	3	34							
Second	7 1/2	3	39				7 1/2	3	39							
Third																

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.