

Proposed oil tanker for Mr. A.P. Moller, to be built by
Odense Staalskibsvaerft Ved. A.P. Moller.

Mld. Dimensions:- 406'7" x 54'6" x 32'3".

A letter has been received from the Copenhagen Surveyors stating that Mr. A.P. Moller of Copenhagen has placed an order with his shipyard in Odense for a single screw motor tanker of 9000 tons deadweight. The proposed vessel is similar in dimensions to the twin screw motor tanker "BRITTA" built at the Helsingor Shipyard, Owned by Messrs A.H. Mathieson of Oslo, and classed with the Norske Veritas. The Summer freeboard assigned by the Norwegian Authorities for the latter vessel is 6'8" measured from the top of the steel deck at side. The "BRITTA" was not submitted for classification with this Society.

Mr. Moller has conferred with the Copenhagen Surveyors and intends to class his vessel with the Classification Society which gives the most favourable freeboard. It was the intention to submit the plans to this Society for approval, but the Owners have the impression that if the vessel is built to the Norske Veritas class they can obtain 2 to 2½ inches less freeboard than can be assigned if she is built to this Society's Class.

According to Norwegian Law all Norwegian owned vessels must have freeboards assigned by the Norwegian Government.

It is well known in this Office that there are certain differences between the Norwegian and British freeboards in steam or motorships under 24 feet moulded depth, but ^{they} are in practical agreement in vessels over 24 feet in depth.

Norwegian freeboards are not recognised in this Country and an additional mark corresponding to the British Summer freeboard is ^{required} requested to be placed on all Norwegian vessels trading to and from this country.

Lloyd's Register
Foundation

002352-002361-0086 1/2

When a Norwegian vessel is classed with this Society and freeboard is a condition of class, the freeboards approved by this Society are marked on the vessel's sides.

In the present case, however, freeboard is not a condition of class and Mr. Mollercan class the proposed oil tanker with this Society without the freeboards being submitted to this Office for approval. Irrespective of class the freeboards assigned by the Norwegian Authorities must be marked on the ship.

From the particulars supplied by the Copenhagen Surveyors a preliminary calculation of the freeboard has been made in this Office and a Summer freeboard of about 6'9" from the top of the upper deck stringer plate could be assigned.

It is submitted the Copenhagen Surveyors be informed accordingly.

per J.M. *S.W.B.*
25.6.29.



© 2020

Lloyd's Register
Foundation

002352-002361-0086²/₂