

State if Report is sent on the Machinery of the Vessel Yes.

On the <sup>(State if Machinery fitted Aft and</sup>  
<sup>if Single, Twin or Triple Screw)</sup> M/S. NYHOLM Machinery fitted aft - Twin screw

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erection Long Port Short Brigs

TONNAGE under Tonnage Deck 5045.28 CLASS  100 A1 State if with freeboard as condition of Class no Built at Odense, Denmark

No. of space or spaces | Length from fore part of stem to after part of det. | Launched 3-9-24 | Yard No. 24

between Tonnage Dk. and Upper Dk. } *post on summer L.W.L. See Sec. 3 (1a)* } L 384-6

Total 5045.28 Breadth (greatest moulded) B 55.0  
Depth, at middle of length from top of keel to top

Gross Tonnage	5843.14	of beam at side of uppermost continuous deck. See Sec. 3 (c) .....	30-8	Owners	1/3. 1/3. 1/3. 1/3.
---------------	---------	--	------	--------	---------------------

Register Tonnage 3294.34 1st Longitudinal Number (L x D) 11946 Managers CHR. HAALAND  
(Where necessary to be entered in Full)

2nd Numeral  $L \times (B + D) \dots\dots\dots = 33,368$

FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Length 390.8  
Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.1  
Port of Registry HAGUESHED

Breadth 35.2 Do. Long Bridge to top of keel 10.69 If surveyed while sailing, ahead, or in dry dock

Depth 518 Brought aboard 24-11-14 White building

## 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		29½											
" " from ¼ length to Collision bulkhead		24											
" " in peaks		24											
E FRAMING.													
Frame Amidships, Angle, E or [		9½	3½	.48									
" " Extends up to FROM SIDE LONGT BND TO UPPER DECK													
Reference BOTTOM Reversed Frame Amidships, Angle [		11	3½	.52									
" " Extends up to BETWEEN SIDE LONGT BND													
Depth of Framing Girder		✓											
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [		✓											
" " Second 'tween Decks, Angle, [ or [		✓											
" " Third " " " " " AP.		7½	3½	.48									
" " Framing in Peaks, Angle or [ F.P.		7½	3½	.40									
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		1/8	6 dia										
Date if Frame Joggled		yes											
PLATING ARRANGEMENTS (Sec. 7), state system and particulars)		STRINGERS & BEAMS											
STRENGTHENING OF BOTTOM FORWARD. State Particulars		DOUBLE FRAMES ¾ SL To Coll. BH° MIDSHIP THICKNESS 3 STRAKES To COLL BH°											
SINGLE BOTTOM.													
Floors, Depth and thickness at mid-line in Holds		✓											
Height of Brackets at side above base line at toe of frame		✓											
Middle Line Keelson, on Floors Angles, E or [ double		9	3½	.52	9½ x 3½ x .44								
" " " Through Plate or Intercoastal Plate		no	.54		.50								
" " " Foundation Plate on Floors		✓											
" " " Flat Plate Keel Angles		5	5	.50	4 x 4 x .50								
Side Keelsons, No. each side		one											
" " thickness of INTERCOASTAL PLATE THROUGH			.54		.5								
" " Angles		9	3½	.52	9½ x 3½ x .44								
DOUBLE BOTTOM. IN MOTOR ROOM													
Solid Floors, thickness and spacing		29½	.41										
" " Are Main and Reversal Frames joggled?		no											
Bracket Floors, breadth and thickness at middle line		Solid floor											
" " breadth and thickness at margin plate		wavy frame											
Bracket Floors, Frame													
" " Reversed Frame													
" " Vertical Struts													
Centre Girder, depth and thickness amidships		8¼	48½	.50 / .46									
" " top Angles DOUBLE		3½	3½	.48									
" " bottom Angles DOUBLE		4	4	.56 / .52									
Side Girders, No. each side and thickness		two		.42									
Margin Plate depth (excl. of flange) and thickness		.50											
" " Vertical Angle to Tank side Bracket abaft ½ len. from stem		✓											
" " Vertical Angle to Tank side Bracket forward ½ len. from stem		✓											
" " Gussets, spacing and scantling abaft ½ len. from stem		✓											
" " Gussets, spacing and scantling forward ½ len. from stem		✓											
Tank Side Brackets, height above base line at toe of Frame and thickness		✓											
INNER BOTTOM PLATING.													
Breadth and thickness of Middle Line Strake		58	.50										
Thickness of remainder in Holds MOTOR ROOM			.50										
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?		yes											
BEAMS.													
Uppermost Continuous Deck, amidships in Wells, Angle, E or [ TRUNK TOP		7	3½	.44									
" " " in way of Bridge, Angle, E or [		9	3½	.52									
Spacing		29½											
Second Deck, amidships, Angle, [ or [		✓											
Spacing		✓											
Third Deck, amidships, Angle, [ or [		✓											
Spacing		✓											
Fourth Deck, amidships, Angle, [ or [		✓											
Spacing		✓											
Poop Deck, Angle, E or [		8½	3	.44									
Spacing		29½	x	.24									
Bridge Deck, Angle, E or [		6½	3	.39									
Spacing		29½											
Racecastle Deck, Angle, E or [		7½	3	.40									
Spacing		29	x	.24									



# 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</b> , No. of Rows.....	✓								
<i>Fore &amp; Aft</i> 3 Rows.....		2 3/4	Cr.						
in 'tween Decks, Size and Spacing.....		2 5/8	SIDE						
"      "      "      "      "	✓								
in Hold.....		2 BUILT PILLARS	7 1/2" CH						
"      "      "      "      "	✓								
2 Side Long <sup>th</sup> Centre Line Bulkhead 5 17-6" FROM CR.		9	3 1/2	48					
Stiffeners and Spacing.....		29 1/2							
Plating, thickness of .....		50	42						
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells.....		7 1/2	76	68					
"      "      "      "      " in way of Bridge.....		7 1/2	88	80					
"      Angle in Wells .....		6	6	68					
Thickness of Plating abreast Deck openings in way of Wells.....		7/16	Cr. Strake	50					
Thickness of Plating abreast Deck openings in way of Bridge.....		68							
Deck within line of openings.....		7/2	AT SIDE OF TRUNK						
REM. ....		50							
If Sheathed, material and thickness .....		NO.							
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells.....	✓								

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 .....	54	34		
Plating, Sheathing, material and thickness ...	26	3" P.P.		
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness.....	45	34	39 x 34	
Plating, Sheathing, material and thickness ...	26	3" P.P.		
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness.....	48	34	34 x 34	
Plating, Sheathing, material and thickness ...	34	no sheathing		

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No State if jogged?			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 .....	66	.82	.68	.72		DOUBLE	1	7 PAIRS - 3 11/16	6	1	3 7/8	DOUBLE STRAPPED
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes .....	4	.60	.46	.48		DOUBLE	7/8	8 PAIRS 3 1/4	4	7/8	3 1/2	LAPPED
BILGE PLATING, No. of Strakes .....	1	.60	.52	.56		DOUBLE	7/8	3 1/4	4	7/8	3 1/2	LAPPED
SIDE PLATING, No. of Strakes .....	4	.58	.44	.44		DOUBLE	7/8	3 1/4	3	7/8	3 1/2	LAPPED
UPPER DECK, Sheer-strake in Wells.....	7 1/2	.80	.44	.44		DOUBLE	1	7 PAIRS 3 11/16	5	1	4 1/2	LAPPED
UPPER DECK, Sheer-strake in Bridge.....	7 1/2	.80	with doubling			DOUBLE	1	3 11/16	6	1	3 1/2	DOUBLE STRAPPED.
STRAKE BELOW Sheer-strake in Wells.....												
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING .....		.64 - .38				DOUBLE & SINGLE	7/8 & 3/4	7 per space	2 8 1	7/8 3/4	3 7/8	LAPPED
BRIDGE SIDE PLATING ...		.40				SINGLE	3/4		2	3/4	2 7/8	LAPPED
FORECASTLE SIDE PLATING		.40				SINGLE	3/4		1	3/4	2 7/8	LAPPED

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>	14
Extending to Upper Deck (Sec. 3 c) .....	10 FROM SHIP'S SIDE TO SHIP'S SIDE
" Deck next below .....	4 FROM LONG <sup>th</sup> B <sup>th</sup> TO LONG <sup>th</sup> B <sup>th</sup>
As per Rule .....	✓

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	.34	9 1/2	26 1/2	42 x 42	2
"      Second .....	5	x		66 x 46	in
"      Third .....	3 1/2	x			height
"      Holds .....	.48	.46			
COLLISION " (in Hold) .....	.44	7 x 3 x 42 1/2	24		
AFTER PEAK " .....	.26	10 1/2 x 3 1/2 x 60	24		

## 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> .....	FORGING	9 1/2 x 2 1/2		
<b>STERN FRAME</b> { Propeller Post .....		10 1/2		
" { Rudder .....	CASTING	8 1/2		
<b>RUDDER—A x D</b> .....	485			
<b>Speed of Vessel</b> .....	11			
<b>RUDDER</b> mainpiece at head .....	FORGING	12 7/8		
"      heel .....		8 1/16		
"      how constructed .....	ARMS SHUNK ON & KEYED TO MAINPIECE			
"      double or single plate .....	SINGLE PLATE			
"      coupling, vertical or horizontal .....	HORIZONTAL			

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	PLATES FROM VEREINGTE STAHLWERKE
	PHOENIX ABT. HOERDER VEREIN, GUTENBERGSHÜTTE, MANNESMANNRÖHREN WERKE, SCHULZ KNAUBT, HUCKINGEN	
	SECTIONS FROM - FRIED KRUPP, FRIEDRICH ALFRED HÜTTE, GUTENBERGSHÜTTE	
	Has the Steel been tested as required by the Rules?	Yes.



EQUIPMENT No. <i>35334</i>										LETTER <i>Z</i> ✓	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.			
<i>1005</i>	1st Bower ...	<i>64</i>	<i>3</i>	<i>20</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>51</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>63 3/4</i>	<i>Union - Stockless</i>	<i>Dortmunder</i>	<i>Dusseldorf</i>
<i>1004</i>	2nd „ ...	<i>64</i>	<i>3</i>	<i>2</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>51</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>63 3/4</i>	<i>ditto</i>	<i>Union</i>	
<i>1006</i>	3rd „ ...	<i>56</i>	<i>0</i>	<i>14</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>46</i>	<i>3</i>	<i>0</i>	<i>14</i>	<i>54 1/2</i>	<i>ditto</i>	<i>of</i>	
	Collective weight,	<i>185</i>	<i>3</i>	<i>11</i>								<i>182</i> ✓			<i>16-12-26</i>
<i>1007</i>	Stream .....	<i>14</i>	<i>3</i>	<i>24</i>	<i>4</i>	<i>3</i>	<i>2</i>	<i>19</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>14 1/2</i>	<i>Ordinary Stock</i>	<i>Dortmund</i>	<i>Karl Haugs</i>

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.					
																Tons.	Tons.	Cwts. qrs. lbs.	Cwts.
283	27 1/3	2 1/4	9 1/8	12 1/2	714-2-5	682 1/4	270	2 1/4	Steel Link	bad Schleiper Grüne Westphalia	Dusseldorf 30-3-27 Jul Duast	TOWLINE ... HAWSERS & WARPS " "	Fathoms. 120 2090 2090	Ins. 5 2 3/4 3	Tons. 59 15.45 18.2	Fathoms. 120 2090 2090	Ins. 5 2 1/2 2 3/4		
Iron Stream Chain or Steel Wire	90	Cir. 4 3/4		47			90	Cir. 4 3/4 sw.											

Steering Gear, Steam *Electric hydraulic* Steering Gear, Hand *direct*  
*2 lifeboats 25'6" x 7'10" x 3'2 1/2"*  
Boats *1 motorboat 18'0" x 5'8" x 2'3"* Steering Chains, Size and Test ☒ Windlass *Electric*  
*1 Boat 18'0" x 5'8" x 2'3"*  
Ceiling in Hold, thickness and material *2 1/2" w.p.* Cargo Battens, thickness, material and spacing *2" w.p. 9" in fore hold*  
Cargo Hatchways, *Föcle* (Upper Deck) *13'6" x 15'0"* Thickness of Hatch Cover *3"*  
*8 OT. HATCHES (4'11" x 4'1") ON TRUNK TOP - 8 OT. HATCHES (4'11" x 4'1") ON UPPER DECK.*  
Size of No. 1 Hatchway (Forward) ☒ No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒  
Number of Shifting Beams ~~and/or Fore and Afters~~ *2.*

ODENSE STAALSKIBSVÆRFT  
VED A. P. MØLLER

Builder's Signature

*M J West*

#### GENERAL DECLARATION

The vessel has been built according to the approved plans, Secretary's letters and to the Rules of the Society.  
The workmanship is to my satisfaction.  
The vessel is intended to carry petroleum in bulk; the oil tanks, oil fuel and lubricating oil tanks, cofferdams and peak tanks have been tested according to the Rules and found tight

The amount of Entry Fee ..... *£ Kr. 163.80* Fees applied for, *17/12 1927*  
Special Survey Fee.... *£ Kr. 9447.70* Received by me, *19847.80 - 17.1.28*  
Travelling Expenses, if any *£ Kr. 2120.00* *306.90 - 26.1.28*  
Late fees *Kr. 120.00* *1696.80 - 30.1.28*

I am of opinion the Vessel should be Classed *+ 100 A1*  
CARRYING PETROLEUM IN BULK.

State whether the Vessel has been built under Special Survey *yes*

Signature

*J G Buchanan*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *bokenlagen office* Date of issue *30/12/27*

Committee's Minute *FRI. 30 DEC 1927*

Character assigned

*+ 100 A1 Carrying Petroleum in Bulk*

*Lloyd's A.R.C.P.*

*+ L.M.C. 11.24 C.L.*  
*Oil Engines*

*Widely*

*20 B. 1500*

*MJ*



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Lloyd's Register Foundation

*24020*



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.)

List of Plans —

one midship section as built.

Midship Section  
Profile and Decks  
Shell Expansion  
Fore peak and after peak Bulkheads  
Engine Seating  
Propeller Brackets  
Stempost and Rudder  
Side Stringer arrangement in Motor Room  
Rudder Plan  
Cruiser Stern  
Boss frames  
Joggle of Bulkhead stiffeners at Landings  
Alteration of Beams on Trunk Top

Certificates

1 Built up rudder without plate — Forging No 3265  
1 Stem frame — Casting No 3234  
2 Propeller Brackets & Wheel piece — Casting No 3236

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

1st Bower	Head - 42-2-9	K.H. 4293	7/12/26	Shank 22-1-11	J.Q. 94	30/11/26
2nd "	Head - 42-2-2	K.H. 4292	7/12/26	Shank 22-1-0	K.H. 90	26/11/26
3rd "	Head - 36-0-14	K.H. 4285	26/11/26	Shank 20-0-2	J.Q. 95	30/11/26

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.79 ft., R.Q.D. ✓ ft., Bridge 31.96 ft., Forecastle 56.79 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 dks

cruiser stern

Official No. ✓

; Signal Letters

L. G. J. W

Is bottom of Vessel coated with cement

no

if not give

particulars of composition in way of water ballast shell coated with oil.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, FEED WATER	✓	✓	Fore peak tank,	27	250
Double bottom, under Engines and Boilers, LUBRICATING OIL	✓	✓	After peak tank, LOWER OIL OR WATER BALLAST	34	190
Double bottom, if under Engines only, OIL FUEL	✓	✓	Deep tank, aft, UPPER OIL OR WATER BALLAST	32	273
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward, OIL FUEL	✓	✓
Double bottom, forward,	✓	✓	Other tanks, if fitted,	✓	✓
Total capacity of double bottom (see sketch)			(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.

Date

Dates of Surveys held while building

1926. Nov. 17. 1927. MAR 12, 18, MAY 5, 11, 20, 25. JUNE 12, 10, 11, 14, 23, 24, 30. JULY 1, 7, 8, 13, 14, 20, 25, 28, 29.  
AUG 4, 5, 11, 12, 14, 20, 24, 25, 29, 31. SEP. 1, 3, 4, 12, 20, 21, 27. OCT. 5, 14, 18, 25. NOV. 2, 10, 14, 15, 30, 31, 24.

Total No. of Visits

54