

STEEL STEAMER or MOTORSHIP.

Received at London Office 14 SEP 1936

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 5th September 1936

Port of Copenhagen

No. 10,002

Survey held at Odense

Date First Survey 5-11-1935

Last Survey 27-8-

1936.

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

steel single screw motor tanker "LOOSDRECHT" (with 3 fitted aft)

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

Full scantling

State Type of Erections P, B & F

TONNAGE under Tonnage Deck... 8652.86

CLASS +100 A 1

State if with freeboard as condition of Class *no*

Built at Odense

Do. of space or spaces between Tonnage Deck and Upper Deck

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 480'-0"

Launched 28-6-1936. Yard No. 58

Total 8652.86

Breadth (greatest moulded) B 65'-3"

Builders A/S Odense Steel Shipyard

Gross Tonnage 9313.51

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 35'-10"

Owners N.V. Maatschappij Motorschip Loosdrecht

Register Tonnage 5591.95

1st Longitudinal Number (L x D) = 46800

Managers

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = 48120

Residence Rotterdam

REGISTERED DIMENSIONS.

Length 483.90 / 147.50

Breadth 65.29 / 19.90

Depth 35.79 / 10.91

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.36

Port of Registry Rotterdam

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Draught Moulded 27'-9 3/4"

while building.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	800		Bracket Floors, Frame		
" " from length to Collision bulkhead	660		" " Reversed Frame		
" " in peaks	605		" " Vertical Struts		
	610		Centre Girder, depth and thickness amidships	2300 12 1/2	
SIDE FRAMING.			" " top Angles	90 90 14	double
Frame Amidships, Angle, E or F	250 90 12		" " bottom Angles	130 130 16	-1-
" " Extends up to	upper deck	For particulars of lay. frames etc. please see Rpt. 1* on back of this report	Side Girders, No. each side and thickness	3 19-11	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness		
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, E or F			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Second 'tween Decks, Angle, E or F			" " Gussets, spacing and scantling forward 1/4 len. from stem		
" " Third " " "			Tank Side Brackets, height above base line at top of Frame and thickness	12	
Framing in Peaks, Angle, E or F	230 90 11	app. 10	INNER BOTTOM PLATING, in motor room		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 135		Breadth and thickness of Middle Line Strake	1415 13 1/2	
State if Frame Joggled	Yes		Thickness of remainder in Hold	13 1/2	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	3 side stringers in F.P. and 2 side stringers in deep tank (with beams in F.P.) spaced at 5'-6"		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?		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	bottom shell forward increased each way on long. bottom frames in no. 1 centre tank and on lower end of side frames in no. 1 side tank. one intercostal girder each side in deep tank ft 168-174		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	230 90 11	
Floors, Depth and thickness at mid-line in Holds	1865		" " in way of Bridge, Angle, E or F	230 90 11- 200 75 10 1/2	
Height of Brackets at side above base line at toe of frame			Spacing	very fine	
Middle Line Keelson, on Floors, Angles, E or F	150 75 11 1/2 double		Peak & stringer aft		
" " Through Plate or Intercostal Plate	1475 11		Second Deck, amidships, Angle, E or F	250 90 11- 200 75 9	
" " Foundation Plate on Floors			Spacing	very fine	
" " Flat Plate Keel Angles	100 100 15-13 1/2 double		Third Deck, amidships, Angle, E or F		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, E or F		
" " Angles			Spacing		
DOUBLE BOTTOM, in motor room			Poop Deck, Angle, E or F	230 90 11	
Solid Floors, thickness and spacing	11 very fine		Spacing	very fine	
" " Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle, E or F		
Bracket Floors, breadth and thickness at middle line			Spacing	very fine	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or F	200 75 11 1/2-10 1/2	
			Spacing	very fine	

PILLARS AND DECKS.				
	<i>IN</i> SECTION IN SHIP.	Any Departure from Approved Plans to be Noted.	<i>IN</i> SECTION IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....			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	
" " " " "			Thickness of Plating abreast Deck openings) in way of Bridge	
" in Holds " "			Thickness of Plating within line of openings...	
" " " " "			If Sheathed, material and thickness	
Centre Line Bulkhead?			Third Deck.	
Stiffeners and Spacing.....	250 90 13	C /	Stringer Plate, breadth and thickness.....	
Plating, thickness of	13 - 10	/	If Plated, state thickness.....	
STRINGERS AND DECKS.			Fourth Deck.	
Uppermost Continuous Deck.	1865 21 -	app. 1760	Stringer Plate, breadth and thickness.....	
Stringer Plate, breadth and thickness in Wells	1040 11 at ends	/	If Plated, state thickness	
" " " " in way of Bridge	1865 27	app. 1760	Poop Deck.	
" Angle in Wells <i>under a prop post</i>	150 150 19	/	Stringer Plate, breadth and thickness	990 9 1/2 ✓
Thickness of Plating abreast Deck openings) <i>in way of Wells</i>	21 - 9	/	Plating, Sheathing, material and thickness ...	7 1/2 - 6 1/2 2 1/2" O.P. ✓
Thickness of Plating abreast Deck openings) in way of Bridge	21	/	Bridge Deck.	
Thickness of Plating within line of openings...	14 1/2	/	Stringer Plate, breadth and thickness.....	1900 10 ✓
If Sheathed, material and thickness			Plating, Sheathing, material and thickness ..	8 no sheathing ✓
Second Deck.			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells...			Stringer Plate, breadth and thickness.....	915 9 1/2 ✓
			Plating, Sheathing, material and thickness ..	10-9 no sheathing ✓

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. 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	1380	26	20	20	/	double	1	3 1/2	3	1/8	4 1/2	double shape
" DBLG. (if any)		✓										
BOTTOM PLATING, No. of Strakes 4	17 1/2	15	14	15	/	double	7/8	3/8	4-3	7/8	3 1/2	lapped
BILGE PLATING, No. of Strakes 1	18 1/2	15	15	15	/	double	7/8	3/8	5-3	7/8	4	lapped
SIDE PLATING, No. of Strakes 3	18 1/2	17	18 1/2	17	/	-u-	7/8	3/8	5-3	7/8	4	-u-
UPPER DECK, Sheer-strake in Wells	17 1/2	12	12	12	/	-u-	7/8	3/8	4-3	7/8	3 1/2	-u-
UPPER DECK, Sheer-strake in Bridge ends and poop rail	1520	26	12 1/2	12	✓	-u-	1	3 1/2	3	1/8	4 1/2	double str (lapped at u)
STRAKE BELOW Sheer-strake in Wells	1700	30	✓	✓	✓	-u-	1	3 1/2	3	1/8	4 1/2	double str
STRAKE BELOW Sheer-strake in Bridge ...	2260	17 1/2	12	12	✓	-u-	7/8	3/8	4-3	7/8	3 1/2	lapped
POOP SIDE PLATING		✓				single	3/4	3	2-1	3/4	2 1/2	lapped
BRIDGE SIDE PLATING ...	11				/	-u-	3/4	3	2	3/4	2 1/2	-u-
FOREC'TLE SIDE PLATING			11		/	-u-	3/4	3	1	3/4	2 1/2	-u-

FORGINGS and CASTINGS.

						STIFFENERS.			
		Plating Thickness.	VERTICAL.		HORIZONTAL.				
		Z	Scantlings. Z	Spacing. Z	Scantlings. Z	Spacing. Z			
MIDSHIP BULKHEAD,	Upper tween decks	$1\frac{1}{2}$ "-9	280.90.12 E ✓	8'5"	PL 1450 x 11½"		upper		
"	Centre bulkheads				each 320.100	15 E			
"	Second "								
"	Third "				PL 1000 x 10		lower		
"	Side bulkheads	$1\frac{1}{2}$ "-9	250.90.12½ E	8'4"	each 230.90.12 E				
"	Holds								
"	above peak deck	8'-6½"	180.75.9½ E	6'10"					
"	below hold	12'-8"	230.90.12 E	6'10"	Tank deck & stringer				
"	above water plating	8'7.5"-7'5"	200.75.12 E	6'10"	Boiler platform				
"	below "	10'-8.75"							
COLLISION AFTER PEAK									

FRAME (Rudder) Page 254 20

Speed of Vessel 12 knots.

RUDDER—Type.....

A × D

Diam. of head

Mainpiece at top pintle

heel ... balanced Reaction ↓ See plan

how constructed Rudder.

double or single plate coupling, vertical or horizontal

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) open hearth.
plates :- Ruhrstahl Aachen Zellerbach (Kaiserstuhl Ballingen) and Vereinigte Stahlwerke AG (Werk Hoerde)
profile :- Gieselerhoffnungsmühle (Oberhausen).
 Has the Steel been tested as required by the Rules? yes.

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.				
1950	1st Bower ...	86	2	16				61	17	2	0	85.2.0	"Union"	Messrs Dortmund	Dortmund 27/36 H. Berg
1949	2nd " ...	86	2	1				61	17	2	0	85.2.0	" "	Hochsheim	
1951	3rd " ...	74	0	7				56	0	0	0	" "	" "	" "	
	Collective weight.	247	0	24								144.2.0			

Rpt. 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.		
In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	Diam.	Spacg.	Inches.	Number.	Diameter.		
In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	Inches.		Inches.		
Framing of L, L or C																		
Frames in Bridge 'tween Decks ..			180	75	10 2	✓	—	—	180	75	10 2	✓	—	—				
Frames from Uppermost Continuous Deck in centre bunks No. 1			17.4	4.4	5 1/68	✓	—	—	17.4	4.4	5 1/68	✓	—	—	7/8	5 1/4	3 (10 off)	
" 2															4 in no. 1 bank	✓	19 7/8	
" 3																		
" 4																		
" 5																		
" 6																		
" 7																		
" 8																		
" 9																		
" 10																		
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
" 16																		
Spacing of Longitudinal Frames			Amidships			815	2	✓	Amidships			815	2	✓				
			At Ends			✓			At Ends			✓						
Double Bottoms			Tank Top Longitudinals						Tank Top Longitudinals									
L, L or C			Bottom ..						Bottom ..									
Spacing of Longitudinals			Amidships						Amidships									
			At Ends...						At Ends...									
Transverses.			2			2			2			Rivets in Lugs to Shell Diam. spacg.						
Wtr frames In Bridge			380	9 1/2	✓	—	—	—	380	9 1/2	✓	—	—					
'tween Decks			75	75	10 2	✓	—	—	75	75	10 2	✓	—	—				
			90	90	10	✓	—	—	90	90	10	✓	—	—				
In Upper 'tween Decks.			✓			✓			✓									
			✓			✓			✓									
Bottom frames			1400	12 1/2	✓	—	—	—	1400	12 1/2	✓	—	—					
			230	90	12	✓	double	—	230	90	12	✓	double					
In Hold.			150	150	12	✓	—	—	150	150	12	✓	—	7/8	4	✓		
centre bunks			90	90	12 1/2	✓	—	—	90	90	12 1/2	✓	—	7/8	4	✓		
Brackets			2200	2445	12 1/2	✓	—	—	2200	2445	12 1/2	✓	—					
Spacing of Transverse Frames			3 off in each bank equally spaced ✓			3 off in each bank equally spaced			3 off in each bank equally spaced									
			State if joggled or liners.															
Longitudinal Beams of L, L or E			150	75	8	✓	—	—	150	75	8	✓	—	815				
			230	90	11	✓	—	—	230	90	11	✓	—	815				
			—						—									
			—						—									

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.

002989-002996-0121 3/3

Lloyd's Register
Foundation

0121 2/

EQUIPMENT No												LETTER	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.			
1950	1st Bower ...	86	2	16				61	17	2	0	85.2.0	"Union"	Messrs. Dalmund	Dalmund 27/36 M. Berg
1949	2nd „ ...	86	2	1				61	17	2	0	85.2.0	— — —	Hoederlein	— — —
1951	3rd „ ...	74	0	7				56	0	0	0		— — —	A/S.	— — —
	Collective weight.	247	0	24								244.2.0			
1952	Stream	25	2	26	6	3	18	25	8	0	14	25.0.0	Stock	— — —	— — —

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.	Statutory.	Breaking.	Supplied.			Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1218	301	2 9/16	116 7/10	163 3/8	1052.1.11			989.0.0	300	2 9/16	Steel link	Messrs. Katten- werk Schiedam	Guine 7/36 Jal. Anker	TOWLINE...	130	5 1/2	84.400 lb	130	5 1/2
														HAWSERS & WARPS	2x100	2 3/4	15.800.	2x100	2 3/4
		Cir.								Cir.				"	2x100	8	8 tons.	2x100	8 tons.
Iron Stream Chain or Steel Wire	120	4 3/4							120	4 3/4	6x24	Jacob Holm C. Samsen	Copenhagen 12 1/2/36	"					

Steering Gear, Steam *Deutsche Werke* Steering Gear, Hand *direct*
 Boats 2 boats @ 26'-0" x 8'-6" x 3'-6"
 Steering Chains, Size and Test *16mm* Windlass *Deutsche Werke*
 Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*
 Cargo Hatchways.—(Upper Deck) *1600 x 1225 x 810 Z x 10 Z Rich* *Gastlight hatchway in upper deck*
 Thickness of Hatches *3454 x 2640 x 760 Z x 11 Z Rich*
 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 *✓*

ODENSE STAALSKIBSVÆRFT
 Builder's Signature *O. Jensen*

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 *Yes*
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *is a tanker*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
Vessel fitted for carrying oil fuel in double bottom in wing tanks in motor room, in deep tanks forward and in boiler oil tanks above peak. F.P. of oils above 150° F; also requirements of sec. 20 of the Rules complied with.
The vessel has been built in accordance with the approved plans, the Society's Rules, the Secretary's letters and to my satisfaction.
The material and workmanship employed during construction of the vessel are of good quality.
The vessel is intended to carry petroleum in bulk and all the cargo tanks, oil fuel- and lub. oil tanks, cofferdams, deep tanks, wing tanks, double bottom tanks, peak tanks, F.W.- and feed water tanks etc. have been tested according to Rules and found tight.
Winders and steering arrangements tried and found satisfactory. The keelboard
P.F.O.

The amount of Entry Fee *246.40* Fees applied for, *12.9 19 36* (Special notations, where part of class, to be stated.)
 Freeboard Fee *448.00*
 Special Survey Fee. *14,543.76* Received by me, *19.9 19 36*
 Late fee *105.00*
 Travelling Expenses, if any *1,502.25*
 I am of opinion the Vessel should be Classed *+100 A 1*
 carrying petroleum in bulk
 State whether the Vessel has been built under Special Survey *Yes* Signature *S. Sandeman*
 Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Surveyors office* Date of issue *8/10/36*
 Committee's Minute *Fri. 18 Sep. 1936*
 Character assigned *+100A1 Carry? Pet^m in Bk*
Lloyds A & C.P. richy aft; + Linc 8.26
Oil Engines 2 DB. 180 lbs
C/L
Longitudinal Framing
at Bottom deck in center tank

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.)

has been marked on the vessels notes, cut in and verified.

Plans forwarded:— midships section as built.
General arrangement as built.

Certificates forwarded:— interim certificate (hull)
Rudder
— in quadrant
— in pin
stamping.

The approved plans are being retained for reference for the water vessels
yard nos. 65 & 66.

N.B.: The vessel is sister vessel to m.s. "Hannu Mark", Messrs. Odense Steel Works
newbuilding no. 57, Copenhagen report no. 9869.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

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

	1st Bower	Heat	10358	8/4/36	29.3.17	Shank	1715	8/4/36
2nd "	56.1.24	KH	10357	8/4/36	30.0.5	KH	1716	8/4/36
3rd "	48.1.11	KH	10359	8/4/36	25.2.24	KH	1717	8/4/36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.23 ft., R.Q.D. ✓ ft., Bridge 34.12 ft., Forecastle 37.25 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks 1 dls (sl)

Official No. ✓ ; Signal Letters P F P K Is bottom of vessel coated with cement no if not give particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	oil capacity Tons	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	oil capacity Tons	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, sub-oil p. 22-30	52	21'-0"	—	Fore peak tank,	p. 180-181	25'-7"	167
Double bottom, under Engines and Boilers,	✓	—	—	After peak tank,	p. 1-11	19'-10"	93
Double bottom, if under Engines only, p. 13-44	258	81'-4 1/2"	329	Deep tank, aft, leave out.	p. 38-44	15'-9"	379
Double bottom, if under Boilers only,	✓	—	—	Deep tank, forward,	p. 168-180	26'-0"	443
Double bottom, forward,	✓	—	—	Other tanks, if fitted, Tanks above aft peak	92	—	137
Total capacity of double bottom				(If necessary, furnish further information by sketch.)			

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 73

Date 22-12-34

Dates of Surveys held while building

1935:— 18/10/11 5/11/12 20/11/26/11 28/11/4/12 11/12/12/12 16/12/18/12
1936:— 4/1/9/10/1/14/16/1/24/24/1/28/1/4/2/6/2/11/2/18/2/19/2/4/4/16/4/21/4/27/4/29/4/30/4
5/5/9/5/13/5/16/5/19/5/23/5/26/5/28/5/2/6/4/6/26/6/27/7/23/7/28/7/8/8/12/8/24/8/26/8/27/8

Total No. of Visits 51