

STEEL STEAMER or MOTORSHIP.

-6 JUL 1935

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *No.*State if Report is sent on the Machinery of the Vessel *Yes.*

Date of completion of report

22nd June

Port of

Copenhagen

No.

9647.

Survey held at

Copenhagen

Date First Survey

23rd August 1934

Last Survey

20th June

1935

On the

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

Steel Twin Screw Motor Yawker "PETTER"

State Type

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

*Full Scantling - longitudinal framing - Bracketless system*State Type of Erections *loop, barge & etc.*

TONNAGE under Tonnage Deck

*8551.07*CLASS ** 100 A.1.*

State if with freeboard as condition of Class

No.

Built at

Copenhagen

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

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

L

*470.0*Launched *16th April 1935* Yard No. *613.*

Breadth (greatest moulded)

B

*64' 2"*Builders *Messrs Bulmester Wain.*

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' 0"*Owners *A/S Jensen's Rederi III*

Total

Gross Tonnage

*9109.35*1st Longitudinal Number (L x D) = *16450*

Managers

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

2nd Numeral L x (B + D) = *46608*

Residence

REGISTERED DIMENSIONS. FEET.

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

✓

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

✓

*13.43*Port of Registry *Hendal.*

Length

471.8

Breadth

64.4

Depth

34.9

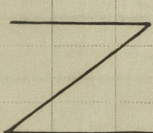
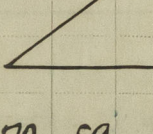
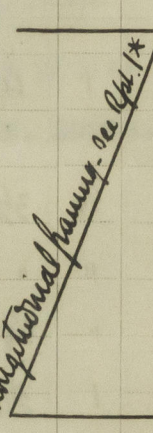
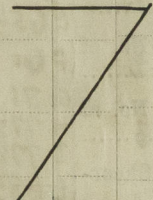
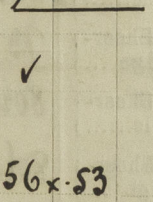
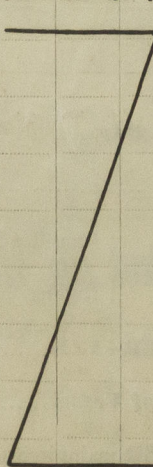
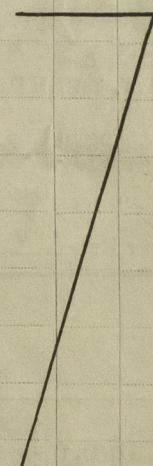
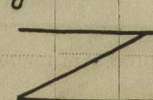
Draught Moulded

27' 11"

✓ Surveyed while building, afloat, and in dry dock.

Yes.

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>Long. framing</i>		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	<i>See Rpt. 1 * attached</i>		" " Reversed Frame		
" " in peaks	<i>24</i>		" " Vertical Struts		
IDE FRAMING.			Centre Girder, depth and thickness amidships	<i>72 x 59</i>	✓
Frame Amidships, Angle, [or]			" " top Angles	<i>Double 3 1/2 3 1/2 55</i>	✓
" " Extends up to			" " bottom Angles	<i>5 5 63</i>	✓
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>3 off - 43</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>9 x 55</i>	✓
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle, [or]	<i>230 90 11</i>	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>See Rpt. 1 *</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	✓		Breadth and thickness of Middle Line Strake	<i>56 x 53</i>	✓
NOTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Particulars beams 12 x 58 x 4 x 4 x 625 or beams 96. 4 trans beams - forward deep tank 27" frame 96. 6 x 6 x 44 frames 1 floor 39 x 42 3 btm strakes 77</i>		Thickness of remainder in <i>Holds Motor room</i>	<i>53</i>	
LENGTHENING OF BOTTOM FORWARD. State Particulars			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in Bunkers and Boiler Room?	<i>Yes</i>	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or]		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]		
Middle Line Keelson, on Floors, Angles, [or]			Spacing		
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	<i>(Lengths) 6 3 36</i>	
Solid Floors, thickness and spacing	<i>in Motor room 43</i>		Spacing	<i>33</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, [or]	<i>(Lengths) 6 3 32</i>	
Bracket Floors, breadth and thickness at middle line			Spacing	<i>37 1/2</i>	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [or]	<i>(Lengths) 6 3 32</i>	
			Spacing	<i>36 - 34 1/2"</i>	

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.....				Stringer Plate, breadth and thickness in way of Bridge		50 x 46	
" 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		✓	
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....				Stringer Plate, breadth and thickness.....			
Plating, thickness of				If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells		65 x 74	✓	If Plated, state thickness			
" " " " in way of Bridge		65 x 89	✓	Poop Deck.			
" Angle in Wells		6 x 6 x 74	✓	Stringer Plate, breadth and thickness		39 x 38	✓
Thickness of Plating abreast Deck openings in way of Wells		72 - 50 - 72	✓	Plating, Sheathing, material and thickness		28 - 5 x 22" O. Pine	✓
Thickness of Plating abreast Deck openings in way of Bridge		72 - 50 - 74	✓	Bridge Deck.			
Thickness of Plating within line of openings...		✓		Stringer Plate, breadth and thickness.....		43 x 44	✓
If Sheathed, material and thickness		✓		Plating, Sheathing, material and thickness		34	✓
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...		50 x 46	✓	Stringer Plate, breadth and thickness.....		38	✓
				Plating, Sheathing, material and thickness		36	✓

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 16 12

„ Deck next below 1 4

As per Rule ✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM	Yorling 102" x 23 1/2" Buemeister main			
STERN FRAME {	13 Ruckstahl A.G.			
Propeller Post	Casting approved. Stahlwerk Kiel			
Rudder	639			
RUDDER—A x D	12 knots			
Speed of Vessel	Ynged 320 ^h Buemeister			
RUDDER mainpiece at head ...	Steel 243 Main			
" " heel ...	4 arms shunk on ans keyes			
" " how constructed	to mainpiece			
See plans double or single plate	Single - 1-14			
coupling, vertical or	Horizontal			
horizontal	Open heart process.			
sel (state process of manufacture)				

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
			3 webs each side of $\frac{1}{4}$ "			
MIDSHIP BULKH'D, Upper tween decks		51-37	1-66" x 46	7'6"	300 x 90 x 135	30
		Face bar	6 x 3 1/2 x 60			
"	Second	"	1-51" x 46	17'6"	to	
		Face bar	6 x 3 1/2 x 56			
"	Third	"	1-48" x 46	25'0"	200 x 75 x 105	
		Face bar	6 x 3 1/2 x 46			
"	Holds					
COLLISION		"	(in Hold)			
		53-31	12 x 54 x 32 x 35	60	30	Yank deck 40
AFTER PEAK		"				
		48-30	250 x 90 x 115	24		Peak deck 42

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	Plates:- Vereinigte Stahlwerke A/s; Sections:- Dortmund-Hoesler Hüttenverein;
	Has the Steel been tested as required by the Rules?	Yes.

ANCHORS.

HAWSERS AND WARPS.

0218 $\frac{2}{3}$

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 and certificates are forwarded herewith.

Plans:— Midship Section.
Profile and decks.
Fore end sections.
After end sections.
Oil fuel bunkers.
Forward cofferdam bulkheads.
Centre line bulkhead and transverse in pump room.
Joining of doublings & wide overlaps at trans. O.T. bulkheads.
Section in way of bridge.

Certificates:— Stemframe & 2 propeller brackets.
Stem (upper length).
Stem (lower ").
Rudder head.
Rudder main piece and 4 arms.
Gubular pillars.
Tiller.
Copy of Interim Certificate.

Sister Vessel— M. Y. "Morsvold" Copenhagen Report No. 9558.

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101.33 ft., R.Q.D. ✓ ft., Bridge 29.0 ft., Forecastle 43.91 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 (STL).

Official No. ; Signal Letters L. I. Z. J. Is bottom of Vessel coated with cement No. if not given
particulars of composition Cement washed in feed water tanks and peaks only.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>Forward tank</i>	70.5		Fore peak tank,	✓	✓
Double bottom, under Engines and Boilers	30.5	194	After peak tank,	20.83	150
Double bottom, under Engines only , <i>Boilers oil</i>	10.0	47	Deep tank, aft,	5.33	240
Double bottom, under Boilers only , <i>Feed water tank</i>	12.5	49	Deep tank, forward,	42.75	550
Double bottom, forward, <i>lubricating oil tank</i>	12.5	26	Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
Total capacity of double bottom		316			

The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 71

Date

21st September 1934

Dates of Surveys
held while building

1934:— 23/8, 24/8, 27/8, 1/9, 3/9, 6/9, 10/9, 11/9, 13/9, 17/9, 20/9, 21/9, 25/9, 28/9, 1/10, 4/10, 10/10, 12/10, 14/10, 17/10, 19/10, 22/10, 24/10, 27/10, 1/11, 2/11, 6/11, 10/11, 15/11, 16/11, 19/11, 20/11, 21/11, 29/11, 3/12, 4/12, 5/12, 10/12, 11/12, 12/12, 14/12, 20/12, 31/12. 1935:— 3/1, 4/1, 7/1, 12/1, 16/1, 21/1, 22/1, 25/1, 30/1, 31/1, 4/2, 5/2, 8/2, 11/2, 13/2, 14/2, 16/2, 18/2, 19/2, 22/2, 25/2, 28/2, 1/3, 5/3, 7/3, 8/3, 9/3, 11/3, 13/3, 14/3, 16/3, 18/3, 19/3, 20/3, 21/3, 23/3, 25/3, 26/3, 29/3, 30/3, 1/4, 2/4, 4/4, 5/4, 8/4, 11/4, 23/4, 2/5, 4/5, 7/5, 11/5, 13/5, 14/5, 15/5, 20/5, 24/5, 25/5, 31/5, 12/6, 17/6.

t. 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.	
		Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Loc. $\frac{1}{2}$ in.	Diam. Ins.	Speng. Ins.
M.T. PETTER and.															
ng of T, L - C															
s in Bridge 'tween Decks		165	75	10				165	75	10					
s from Uppermost Continuous Deck		230	90	11	180	90	9 1/2	230	90	11	180	90	9.5	7/8"	5 1/4"
No. 1															
" 2		230	90	11	180	90	9 1/2	230	90	11	180	90	9.5	"	"
" 3		230	90	11	180	90	10	230	90	11	180	90	10	"	"
" 4		250	90	12.5	180	90	10	250	90	12.5	180	90	10	"	"
" 5		280	90	12	180	90	10	280	90	12	180	90	10	"	"
" 6		280	90	12.5	200	90	10	280	90	12.5	200	90	10	"	"
" 7		300	90	13	200	90	10	300	90	13	200	90	10	"	"
" 8		300	90	13	200	90	11	300	90	13	200	90	11	"	"
" 9		300	90	14	230	90	11	300	90	14	230	90	11	"	"
" 10		320	100	13	250	90	11	320	100	13	O.T. / 10"			"	"
" 11		340	100	13	250	90	11	340	100	13	250	90	11	"	"
" 12		15" x 4 1/2" x 4 x 4 x 62"			280	90	12	15" x 4 1/2" x 4 x 4 x 62"						"	"
" 13		17" x 4 1/2" x 4 x 4 x 68"						17" x 4 1/2" x 4 x 4 x 68"						"	"
" 14		"	"	"	250	90	11	"	"	"	250	90	11	"	"
" 15		"	"	"				"	"	"				"	"
" 16		"	"	"	250	90	12.5	"	"	"	250	90	12.5	"	"
To 25		"	"	"	280	90	12	"	"	"	280	90	12	"	"
Amidships		30"			280	90	12				280	90	12	"	"
At Ends		30"			280	90	12							"	"
					280	90	14	(25) 17" x 4 1/2" x 4 x 4 x 68"						"	"
Tank Top Longitudinals		In Motor Room - transverse framing													
Bottom															
Amidships															
At Ends															
Transverses.															
Bridge Decks	Depth and Thickness	30" x 38						30" x 38							
	Face Angles	3" fl.						3" fl.							
	Lugs to Shell	90 90 9.5						3 1/2 3 1/2 38							
Between Decks	Depth and Thickness	30" x 40						30" x 40							
	Face Angles	90 90 10						3 1/2 3 1/2 40							
	Lugs to Shell	90 90 10						3 1/2 3 1/2 40						7/8"	4"
43-91 ft	Depth and Thickness	63" to 48" x 48"						63" to 48" x 48"							
	Face Angles	150 90 11						6 1/2 x 3 1/2 x 44							
	Lugs to Shell	150 150 12						6 x 6 x 48							7/8" - 4"
Fold.	Back Bars														
	Brackets														
	of Transverse Frames	9' 1/2" - 12' 6" - 9' 1/2"						9' 1/2" - 12' 6" x 9' 1/2"							
State if joggled or liners.															
Longitudinal	Bridge Deck	150	75	8				150	75	8				37 1/2"	
	Upper	200	90	13	150	75	9	200	90	13	150	75	9	30"	
	Second	230	90	11	150	75	9	230	90	11	150	75	9	30"	
	Third														
Water Cap															
Tons.															
150															
240															
550															
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.															
Auxiliary Air Compressors, No. 2															
No. of stages 2															
Diameters 250 - 250															
Stroke 170															
Driven by auxiliary engine															
all Auxiliary Air Compressors, No. 1															
No. of stages 2															
Diameters 75 - 30															
Stroke 95															
Driven by steam															

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.

Auxiliary Air Compressors, No. 2, No. of stages 2, Diameters 250 - 250, Stroke 170, Driven by auxiliary engine

all Auxiliary Air Compressors, No. 1, No. of stages 2, Diameters 75 - 30, Stroke 95, Driven by steam