

STEEL STEAMER or MOTORSHIP.

Received at London Office

22 NOV 1924

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

NOVEMBER 3RD 1924

Port of

COPENHAGEN

No.

6954

Survey held at

HELSINGØR

Date First Survey

OCT 8TH 1923

Last Survey

OCT 24TH 1924

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

SINGLE SCREW MOTOR VESSEL "ODENSE"

MACHINERY FITTED M/DK/BS

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

FULL SCANTLING VESSEL WITH 75 PER CENT SUPERSTRUCTURE

State Type of Erections FULL SCANTLING

TONNAGE under Tonnage Deck

437.89

CLASS

100 A.1

State if with freeboard as condition of Class

No.

Built at

HELSINGØR

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 181' 0"

Launched

AUG 9TH 24

Yard No. 170

Total

437.89

Gross Tonnage

555.08

Register Tonnage

251.33

Breadth (greatest moulded)

B 31' 0"

Builders

HELSINGØR JERNVÆRKS OG MASKEBÆYGERI

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 13' 6"

Owners

DET FORENEDE DANMARKSKELSKAB

1st Longitudinal Number (L x D) 181.02 x 13.5 = 2443.77

Managers

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

2nd Numeral L x (B + D) 181.02 x (31 + 13.5) = 8055.39

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

DOUBLE 13' 10" 6" SINGLE 11' 10"

Residence

COPENHAGEN

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

13' 41"

Port of Registry

ODENSE

Do. Long Bridge to top of keel

8' 64"

If surveyed while building, afloat, or in dry dock

Draught Moulded

12' 62"

SURVEYED WHILE BUILDING, AFLOAT & IN DOCK.

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			23		Bracket Floors, Frame				✓
" " from 1/4 length to Collision bulkhead			23		" " Reversed Frame				✓
" " in peaks			23		" " Vertical Struts				✓
SIDE FRAMING. IN WAY OF DOUBLE BOTTOM	1/4	7/16	7/16		Centre Girder, depth and thickness amidships	36	38	32	
Frame Amidships, Angle, [or]	140	65	9		" " top Angles	DOUBLE	3	3	34
" " Extends up to POOP BRIDGE & FORECASTLE.	140	65	9		" " bottom Angles	DOUBLE	3	3	38
Reversed Frame Amidships, Angle				✓	Side Girders, No. each side and thickness	ONE	28		
" " Extends up to...				✓	Margin Plate depth (excl. of flange) and thickness	21	32		
Depth of Framing Girder				✓	" " Vertical Angle to Tank side	3	3	34	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]				✓	" " Bracket abaft 1/4 len. from stem				✓
" " Second 'tween Decks, Angle, [or]				✓	" " Vertical Angle to Tank side				✓
" " Third " " " "				✓	" " Bracket forward 1/4 len. from stem				✓
Framing in Peaks, Angle <u>—E ANGLES</u>	5	3	34		" " Gussets, spacing and scantling abaft 1/4 len. from stem				✓
Diameter and Spacing of Rivets through Shell Plating	3/4	48	54		" " Gussets, spacing and scantling forward 1/4 len. from stem				✓
State if Frame Joggled <u>JOGGLED</u>					Tank Side Brackets, height above base line at toe of Frame and thickness	28	42		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars					INNER BOTTOM PLATING.				
STRINGER, FROM 64 TO 72. 100 = 65. 87 = 72. BNO PLATE IN HOLDING FRAME. 190 = 75. 11 = 7					Breadth and thickness of Middle Line Strake	40	34	36	
STRENGTHENING OF BOTTOM FOR WARD. State Particulars. PLATE INTER 61 TO BULKHEAD 2 ANGLE ON TOP.					Thickness of remainder in Holds	30	34	34	
SINGLE BOTTOM. IN HOLD ONLY.					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
Floors, Depth and thickness at mid-line in Holds	16	34		✓	BEAMS.				
Height of Brackets at side above base line at toe of frame				✓	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	140	65	9	
Middle Line Keelson, on Floors, Angles, [or]	4	3	34		" " in way of Bridge, Angle, [or]	140	65	9	
" " Through Plate on Intercoastal Plate				✓	Spacing				23
" " Foundation Plate on Floors	12	39	35		Second Deck, amidships, Angle, [or]				✓
" " Flat Plate Keel Angles	32	32	42		Spacing				✓
Side Keelsons, No. each side <u>TWO FLANGE TO SHELL AFT OF 81 1/4</u>					Third Deck, amidships, Angle, [or]				✓
" " thickness of Intercoastal Plate				32	Spacing				✓
" " Angles <u>ON TOP</u>	42	3	33		Fourth Deck, amidships, Angle, [or]				✓
DOUBLE BOTTOM. UNDER MACHINERY & AFTER HOLD.					Spacing				✓
Solid Floors, thickness and spacing	28	36	23		Poop Deck, Angle, [or] <u>BULL ANGLES</u>	140	65	9	
" " Are Frame and Reversed Frame joggled? <u>NO</u>	3	3	28		Spacing				46
Bracket Floors, breadth and thickness at middle line				✓	Bridge Deck, Angle, [or] <u>BULL ANGLES</u>	140	65	9	
" " breadth and thickness at margin plate				✓	Spacing				46
					Forecastle Deck, Angle, [or] <u>BULL ANGLES</u>	62	3	38	
					Spacing				46

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows..... <i>ONE.</i>		
" in 'tween Decks, Size and Spacing.....		
" " " " "		
" in Holds " "	<i>2 1/2" ALTERNATE FRAMES.</i>	
" " " " "		
Centre Line Bulkhead.		
Stiffeners and Spacing..... <i>NOT FITTED.</i>		
Plating, thickness of		
STRINGERS AND DECKS.		
Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness in Wells	<i>46 .69 AT BREAK.</i>	
" " " " in way of Bridge	<i>40 .34</i>	
" Angle in Wells	<i>32 32 .46</i>	
Thickness of Plating abreast Deck openings) in way of Wells	<i>30" DUAL AT AFTER CORNER, N/A FORE N. 3"</i>	
Thickness of Plating abreast Deck openings) in way of Bridge	<i>30"</i>	
If Sheathed, material and thickness		
Second Deck.		
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		
If Sheathed, material and thickness		
Third Deck.		
Stringer Plate, breadth and thickness.....		
If Plated, state thickness.....		
Fourth Deck.		
Stringer Plate, breadth and thickness.....		
If Plated, state thickness		
Poop Deck.		
Stringer Plate, breadth and thickness	<i>17 .26'</i>	
Plating, Sheathing, material and thickness ...	<i>PLATING .26' PINE 2 1/2" THICK.</i>	
Bridge Deck.		
Stringer Plate, breadth and thickness.....	<i>38" x 38"</i>	
Plating, Sheathing, material and thickness ...	<i>.26" PINE 2 1/2" THICK.</i>	
Forecastle Deck.		
Stringer Plate, breadth and thickness.....	<i>17 .26'</i>	
Plating, Sheathing, material and thickness ...	<i>.25" PINE 2 1/2" THICK.</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>ORDINARY.</i>			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	39	47	43	47		DOUBLE.	3/4	3	THREE.	3/4	2 5/8	STRAPS.
„ DBLG. (if any)				✓								
BOTTOM PLATING, No. of Strakes		37	56	37		DOUBLE	3/4	-	DOUBLE	3/4	2 5/8	LAPPED
BILGE PLATING, No. of Strakes		37	56	40		DOUBLE	3/4	-	DO	3/4	2 5/8	-
SIDE PLATING, No. of Strakes			AT BREAK									
UPPER DECK, Sheer-strake in Wells.....	44	50	74	74		DOUBLE	3/4	-	TREBLE	7/8	3 5/8	LAPPED
UPPER DECK, Sheer-strake in Bridge ...	44	40				DOUBLE	3/4	-	DOUBLE.	3/4	2 5/8	-
STRAKE BELOW Sheer-strake in Wells.....	60	44				DOUBLE	3/4	-	TREBLE.	3/4	2 5/8	-
STRAKE BELOW Sheer-strake in Bridge ...	60	40				DOUBLE	3/4	-	DOUBLE	3/4	2 5/8	-
POOP SIDE PLATING				26.		SINGLE	3/4	-	DOUBLE	3/4	2 5/8	-
BRIDGE SIDE PLATING ...		36				SINGLE	3/4	-	DO	3/4	2 5/8	-
FOREC'TLE SIDE PLATING			26			SINGLE.	3/4	-	DO.	3/4	2 5/8	✓

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—								
Extending to Upper Deck (Sec. 3 c)		Four.						
,, Deck next below		✓						
As per Rule		Four.						
		Plating Thickness.	STIFFENERS.					
			VERTICAL.		HORIZONTAL.			
			Scantlings.	Spacing.	Scantlings	Spacing.		
MIDSHIP BULKHEAD, Tween decks ...								
„	„	„						
„	„	„						
„	„	„						
„	„	„						
„	„	„						
„	„	„						
„	„	„						
„	„	Holds	32'-26"	51'-3"	367	30"	✓	✓
COLLISION	„	(in Hold)	40'-26"	43'-3"	307	1800	Peak Deck	
AFTER PEAK	„	„	50'-26"	6'-3"	34	5"		
				5'-3"	35	24"		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT PLATE KEEL.			
STEM	FORGED IRON.	$6\frac{1}{2} \times 1\frac{3}{8}$	FORSTER SINOBELAND.	
STERN FRAME { Propeller Post	CAST STEEL.	$6 \times 3\frac{3}{4}$	STEAMWAYS VERKSTED.	
{ Rudder "				
RUDDER—A × D.	FORGED IRON.		FORSTER SINOBELAND.	
Speed of Vessel				
RUDDER mainpiece at head ...		6" DIA. ✓		
" " heel ...	BALANCED RUDDER	✓		
" how constructed	CAST IN ONE PIECE.	✓		
" double or single plate	DOUBLE PLATE .28	✓		
" coupling, vertical or				
horizontal	NO COUPLING.	✓		

STEEL.

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture) *Société Anonyme des Forges et Acieries de Billing. Open hearth process.*

Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. <u>9125</u>												LETTER <u>K</u>	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.			
<u>39104</u>	1st Bower ...	19	1	6	✓			20	1	3	14	✓	19	STOCKLESS.	R. SYKES & SON ^L
<u>39105</u>	2nd „ ...	18	2	20	✓			19	10	3	21	✓	19	“	“
<u>38121</u>	3rd „ ...	17	2	24	✓			18	16	1	0	✓	16½	“	“
	Collective weight.	55	2	22									54½		
<u>39106</u>	Stream	5	1	6	✓	1	1	14	7	11	3	14	5½	COMMON.	“
									</						

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.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
1025	90	1 5/16	31	46 1/2	82	2	11	185 1/2	210	1 5/16	N.V. NEO.	ROTTERDAM. 13 TH DEC.	TOWLINE...	2	90	2 1/2	STEEL WIRE	
8886	120	1 5/16	31	46 1/2	106	1	3				KETTING & ANKERFABRIEK.	23, C.H. BOURCE ROTTERDAM. 6 TH FEB 22	HAWSERS & WARPS	2	90	2	-	
Iron Stream Chain or Steel Wire		Cir.								Cir.		C. LOOPER.	"		90	5	HEMP.	
	90	3/4		22					60	3/4	STEEL WIRE		"					

Steering Gear, Steam *HAND GEAR COMBINED WITH ELECTRIC MOTOR ON BRIDGE* Steering Gear, Hand *HAND GEAR ACT 4" DIA OVER THREADS*

Boats *3 1/2 BOATS* Steering Chains, Size and Test *7/8" DIA 13 3/4 TONS* Windlass *ELECTRIC QUICK WARPING.*

Boats *1 DINGHY.*

Ceiling in Holds, thickness and material *2 1/2 SWEDISH PINE.* Cargo Battens, thickness, material and spacing *2" PINE. ABOUT 9" BETWEEN*

Cargo Hatchways.—(Upper Deck) *WOOD* Thickness of Hatches *2 1/2"*

Size of No. 1 Hatchway (Forward) *7'8" x 6'6"* No. 2 *15'4" x 9'0"* No. 3 *13'5" x 10'0"* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *NO 1. HATCH ONE FORE & AFTER I 152 x 127 x 10 x 12.5. NO 2 HATCH 2 WEBS & ONE FORE & AFTER. I 152 x 127 x 10 x 12.5. NO 3 HATCH ONE WEB. I 254 x 127 x 12.5. - FORE & AFTER. I 152 x 127 x 10 x 12.5.*

Builder's Signature *P. Knudsen* *ACTIESELSKABET HJELSKIBS JERNSKIBS- OG MASKINBYGGERI.* *P. Knudsen* *P. Knudsen*

GENERAL DECLARATION *This vessel has been built in accordance with the Secretary's Letters and approved plans and in every respect as required by the rules.*

The workmanship is very good and in every way satisfactory

All tanks, bilges and decks have been tested as required by the rules & found good.

This vessel is intended for trade in the Baltic between Copenhagen & Odense.

7685 Tunnell

Seaboard.

The amount of Entry Fee *£104.72* : ✓ Fees applied for, 20-11-1924

Special Survey Fee.... *£1452.99* : ✓ Received by me, *104.72*

Seaboard. Travelling Expenses, if any *£148.00* : ✓

I am of opinion the Vessel should be Classed *100. A.I.*

State whether the Vessel has been built under Special Survey *Yes* Signature *Cyril B. Scorer*

Certificate to be sent to *Copenhagen* Date of issue *25/11/24* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUES. 25 NOV 1924*

Character assigned *10001*

Lloyd's A & B. P.

Wine Exp.

+ Lmb 11.24. 69

oil engines

The Surveyors are requested not to write on or below the Committee's Minute.



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 Approved plans now returned.

Midship Section.

Profile and deck plans.

Stem Post Rudder & Stem.

Motor Testing.

Painting Arrangement.

The height of the tank at the fore end of the Motor space is 33" gradually increased to 36" at the after bulkhead in the motor space.

Strengthening for ice.

Stiff plates below the Sheer Strake from stem aft to No 73 frame are 56. gradually reduced to midship thickness. Intermediate frames 32 x 22 x 32 from stem to 48. from upper deck to 1'0" below light load line. Side Stringer fitted full length of vessel in line with the lower deck in fore hold.

The Oil Fuel tank has not been fitted but the double bottom tanks are now fitted as per rule to carry the oil fuel required.

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

1st Bower	11. 2. 7.	D. D. W.	N° 5631.	13 TH MARCH 1923.
2nd "	11. 3. 7.	D. D. W.	N° 5758	24 TH APRIL -
3rd "	10. 1. 7	S. D.	N° 5273.	17 TH NOV 1922

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 37 ft., R.Q.D. ft., Bridge 69 ft., Forecastle 25 ft.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

only at Sides of hatch. The poop deck is joined to the Bridge deck.

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)

1 DE (STL)

Official No. ✓

Signal Letters

N. F. R. B.

If bottom of Vessel has been coated Inside

Y/O

particulars of composition

bottom clear of Oil tanks cement washed.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	30-8	27		Fore peak tank,	23-0	28	
Double bottom, under Engines and Boilers,	5-9	6		After peak tank,	9-11	5	
Double bottom, if under Engines only,	16-0	18		Deep tank, aft,			
Double bottom, if under Boilers only,	13-5	17		Deep tank, forward,			
Double bottom, forward,				Other tanks, if fitted,			
Total capacity of double bottom			68	(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. 2.1

Date

Oct. 5TH 1923.

Dates of Surveys held while building

1923. 8/10. 26/10. 19/11. 4/12. 1924. 29/1. 1/5. 15/5. 26/5. 3/6. 4/6. 12/6. 28/7. 10/7. 18/7. 25/7. 8/8. 9/8. 4/9. 9/9. 16/9. 26/9. 8/10. 10/10. 14/10. 18/10. 20/10. 24/10.

Lloyd's Register Foundation
Total No. of Visits 27