

RECEIVED

25 MAR 1952

WRECK
SECTION

STEEL STEAMER MOTORSHIP.

24 MAR 1952

24 MAR 1952

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

25TH FEBRUARY 1952Port of HAMBURGNo. 1750

Survey held at

HAMBURG-FINKENWERDERDate First Survey 16th May, 1951

Last Survey

21ST FEBRUARY 1952

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

M.V. "GRONLAND."SINGLE SCREW - MACHINERY FITTED AFT.

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

FULL SCANTLING.100 A.I. CARRYING PETROLEUM IN

State Type of Erections

POOP BRIDGE AND FORECASTLE.

TONNAGE under Tonnage Deck

9,829.62

CLASS

BULK.

State if with freeboard as condition of Class

NOBuilt at FINKENWERDER.

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 510.00Launched 27TH DECEMBER 1951 Yard No. 635.

Breadth (greatest moulded)

B 68.00Builders DEUTSCHE WERFT A.G.

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

D 39.00Owners A/S. DET. DANSK - FRANSKE DAMPSKIBSELSKAB.

Total

9,829.62

Gross Tonnage

11,384.72

Register Tonnage

6,675.21

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry COPENHAGEN.

If surveyed while building, afloat, or in dry dock

WHILST BUILDING, AFLOAT & IN DRYDOCK.

REGISTERED DIMENSIONS.

FEET

Length

518.6 (158.05M)

Breadth

68.2 (20.78M)

Draught

36.7 (11.17M)

Draught Moulded

(30'-4 5/8") 9.261 METRES30'-3 1/2"

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONG. FRAMING AS PER PAGE 5.

IN SHIP.

Any Departure from Approved Plans to be Noted.

IN SHIP.

Any Departure from Approved Plans to be Noted.

FRAMES, Spacing amidships

760

" " from 1/2 length amidships to Collision bulkhead

760 AND 685

" " in peaks

610

SIDE FRAMING.

Frame Amidships, Angle

HOLLAND PROFILE260x13

Extends up to

MAIN DECK

Reversed Frame Amidships, Angle

NONE

Extends up to

✓

Depth of Framing Girder

260Frames TRANSVERSE IN MACH. SPACE 340x100x13

" " DEEP TANK AND

340x100x14

" " CARGO HOLD FOR'D

200x90x11

" " IN POOP/TWEN DECKS

200x90x12

" " IN FORECASTLE/TWEN DECKS

200x90x12

" " from 1/2 len. for'd. to 15% len. from Stem

260x13

" " in Peaks, Angle

250x90x11

Diameter and Spacing of Rivets through Frame and Shell Plating amidships

SIDE AND BOTTOM FRAMING E.W. TO SHELL.

State if Frame Joggled

NO.

Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved?

YES.

Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved?

YES.

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, [or]

✓

" " Through Plate or Inter-costal Plate

✓

" " Foundation Plate on Floors

✓

" " Flat Plate Keel Angles

✓

Side Keelsons, No. each side

✓

" " thickness of Inter-costal Plate

✓

" " Angles

✓

DOUBLE BOTTOM. IN MACH. SPACE.

Solid Floors, thickness and spacing

11.5 AND 13.5 SPACED 760 E.W. TO SHELL AND T.T.

" " Are Frame and Reversed Frame joggled?

✓

Bracket Floors, breadth and thickness at middle line

✓

" " breadth and thickness at margin plate

✓

Bracket Floors, Frame

✓

" " Reversed Frame

✓

" " Vertical Struts

✓

Centre Girder, depth and thickness amidships

1800x14.5

" " top Angles

E.W. DIRECT TO T.T.

" " bottom Angles

E.W. DIRECT TO T.T.Side Girders, No. each side and thickness. ENG. SEATING AS APPROVED.

Margin Plate depth (excl. of flange) and thickness

" " Vertical Angle to Tank side

" " Bracket abaft 1/2 len. from stem

" " Vertical Angle to Tank side

" " Bracket from forward 1/2 len. from stem to Panting Area

" " Gussets, spacing and scantling abaft 1/2 len. from stem

" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area

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PILLARS AND DECKS.

	IN SHIP. m.m.	Any Departure from Approved Plans to be Noted.	IN SHIP. m.m.	Any Departure from Approved Plans to be Noted.	Number Certificate
PILLARS, No. of Rows					308
" in 'tween Decks, Size and Spacing					308
" " " " "					Rpt.
" in Holds " " "					
" " " " "					
Centre Line Bulkhead. Stiffeners and Spacing					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells					
" " " " in way of Bridge					
" Angle in Wells					
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.....					
Second Deck.					
Stringer Plate, breadth and thickness in Wells					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					
Bridge Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					
Forecastle Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness...					

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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. m.m.	Inches. m.m.	Inches. m.m.	Inches. m.m.			Inches. m.m.	Inches. m.m.		Inches. m.m.	Inches. m.m.		
Flat Plate Keel.....	19.20	27.0	27.0	27.0	APPROVED 1450x27.0								
„ Dblg. (if any)													
Bottom Plating, No. of Strakes <u>FOUR</u>	A to D	19.5	A, B & C = 20.0 D = 12.5	A = 13.0 B = 15.0 C & D = 13.0			SEAMS E.W.						
Bilge Plating, No. of Strakes <u>ONE</u>	E -	19.5	19.5	19.5			DOUBLE	25	100				
Side Plating, No. of Strakes <u>FOUR</u>	F to J	17.5	12.5	F = 13.0 G, H & J = 12.5									
Upper Deck, Sheer-strake <u>in Walls</u>	K 1650	25.0	12.5	12.5	INCREASED IN WAY OF BREAK OF POOP TO 30.0					BUTTS E.W. THRO' OUT.			
Upper Deck, Sheer-strake <u>in Bridge</u>	K 1650	25.0	-	-									
Strake below Sheer-strake <u>in Walls</u>	J -	17.5	12.5	12.5			SEAMS E.W.						
Strake below Sheer-strake <u>in Bridge</u>	J -	17.5	-	-			EXCEPT SHORT LENGTH POOP SIDE PLATING AT BREAK						
Poop Side Plating.....	L -	-	-	11.5	INCREASED IN WAY OF BREAK OF POOP TO 15.0								
Bridge Side Plating.....	-	9.0	-	-	STIFFENED BY HORIZ. FLATS AS APPROVED								
Forecastle Side Plating	L -	-	11.5	-									

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— { 13 AT WINGS.
17 IN CR. TANKS } ✓ for R.B.

Extending to Upper Deck (Sec. 3 c) _____

„ Deck next below ONE (AFT PEAK BHD.

As per Rule. AS APPROVED.

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FLAT PLATE KEEL.			
STEM	NO STEM BAR. — PLATING 18 TO 25 m.m. THICK.			
STERN FRAME	Propeller Post	FABRICATED BY DEUTSCHE WERFT A.G. AS APPROVED.		
	Rudder	F 288	Bochumer Verein A.G.	
Speed of Vessel	14 3/4 KNOTS			
RUDDER—Type	"SIMPLEX"			
A × D	487			
✓ Diam. of head	306			
Mainpiece at top pintle	FABRICATED BY DEUTSCHE WERFT A.G. AS APPROVED. TOP			
heel	BOTTLED CASTINGS BY NORDD. STAHLWERKE			
how constructed	FABRICATED BY E.W.			
double or single plate	DOUBLE PLATE — 15 m.m.			
coupling, vertical or horizontal	HORIZ — 8 — 95 mm. DIA. FITTED BOLTS			

PARTICULARS GIVEN ARE FOR BULKHEAD ON FR. NO 113.		Plating Thickness. m.m.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings. m.m.	Spacing. m.m.	Scantlings. m.m.	Spacing. m.m.
MIDSHIP BULKH'D, Upper tween deck	10.5	260x12.0	760	I AND II 1520x12 WIT 200x18 FP - 8260 AND 5360 ABOVE		
IN CARGO TANK	TO	HOLLAND		III - 1520x12 WIT 200x25 FP 2660 ABOVE BASH		
	13.0	PROFILE.				
Second	10.5	260x120	720	I AND II 600x11		
	TO	HOLLAND		FL. 100 AND		
	13.0	PROFILE.		III - 600x12.5 FL. 100		
Third	7.5	150x75x9	750	FOUR HORIZ GROSS		
	TO	0.9 ABOVE		AND INTERMEDIATE		
	13.5	TANK TOP		STIFFS. AS APPROX		
Fourth	7.5	130x65x10	650	BHD RECESSED AND		
	TO	AND		ONE HORIZ. FLAT		
	13.5	240x13.1 WIT PROFILE		AS APPROVED		
COLLISION						
AFTER PEAK						

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) SIEMENS OPEN HEARTH PROCESS
HÜTTENWERK OBERHAUSEN A.G. OBERHAUSEN — HÜTTENWERK HÖRDE A.G. HÖRDE
Has the Steel been tested as required by the Rules? YES

Rpt. 1*.

DEUTSCHE WERFT - YARD N° 635. - M.V. GRØNLAND.

PARTICULARS OF LONGITUDINAL FRAMING.

HAMBURG RPT. N^o-

[illegible]

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

11,42. T.

page. Lloyd's Register Foundation

0296⁴13

2 DB 1716

(with torsional endorsement)

Plans to
oted.

n Stream
ain or
eel Wire

Steering Gear, Type (Power or hand)

Latchway No. 1 (Fwd.
TO FORE HOLD
(ON FLE DECK)
of Shifting Beams }
Fore and Afters }

**DEUTSCHE WERFT
AKTIENGESELLSCHAFT**

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The amount of Entry Fee.....	£ - : -	Fees applied for,
		19
Special Survey Fee.....	£ 2230/-	Received by me, <i>at 1.4.52</i>
<u>FREEBOARD FEE.</u>	£ 61 : 10 : 0	
Travelling Expenses, if any	£ 33 : 0 : 0	19

I am of opinion the Vessel should be Classed **100. A.1.**
CARRYING PETROLEUM IN BULK.

Signature C. Flynn
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

252 Ham.

.....

0296 3/3

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.)

Watertight doors, superstructure bulkheads etc. have been tested with water from a hose and found tight. Main and auxiliary steering gears, windlass and anchor and cables have been tested at sea under working conditions and found satisfactory. Freeboard markings have been verified and cut in on ship's sides.

Prior to proceeding on sea trials the vessel has been examined in drydock. Vessel undocked on 18th February 1952. (See later docking due to damage)

Logging badly Repairs

Rudder Head & Rudder frame

PARTICULARS OF ELECTRIC WELDING (if employed) THE WHOLE OF THE MAIN STRUCTURE OF VESSEL E.W. BY MANUAL AND MECHANICAL PROCESSES AS APPROVED AND WITH ELECTRODES OF APPROVED MAKE EXCEPT THE FOLLOWING:—

UPPER AND LOWER SEAMS OF BILGE STRAKES FROM FRAME NO 52 TO FR. NO 166 ARE DOUBLE RIVETED.

MAIN DECK GUNWHALE ANGLE FROM FR. NO 43 TO STEM RIVETED — POOP DECK GUNWHALE ANGLE RIVETED.

VERTICAL SIDE FRAMES IN FOR'D END (FR NO 181 TO STEM) AND AT AFT END IN ENGINE SPACE (NO 43 TO AFT) RIVETED INCLUDING BEAM KNEES AND BRACKETS.

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

CRUISER STERN — LONGITUDINAL FRAMING AT BOTTOM AND AT DECK —

MACHINERY AFT — ONE DECK — LLOYD'S 49 CP. — OIL ENGINES — D.F.

E.S.D. — GYRO COMPASS — (SPERRY) — FITTED FOR O.F. (F.P. ABOVE 150°F).
(A SUITABLE NOTATION FOR E.W.)

RADAR Equipment (State if fitted) YES.

State Type or Pattern No. MODEL 1402

State } Maker RAYTHEON.
Name } and/or SERIAL NO 1127.
of } Supplier.

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

1st Bower 3055 Kg. — J.Q. — 2483 — 7-3-51.
2nd „ 3060 Kg. — J.Q. — 2482 — 7.3.51.
3rd „ 3072 Kg. — J.Q. — 2484 — 7-3-51
STREAM — 1151 Kg. — J.Q. — 2488 — 7.3.51.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{35,562 mm.} 116.67 ft., R.Q.D. — ft., Bridge ^{10,640 mm.} 34.92 ft., Forecastle ^{19,165 mm.} 62.88 ft.

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

Official No. Signal Letters O.Y.G.A.

Extreme Breadth over Belting (Circ. 1611)

Over-all Length 549' 1/2" (1763 (Circ. 1703)

No. and Material of Decks ONE STEEL DECK

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IS LAID IN BOTTOMS OF FORE AND AFTER PEAK TANKS THE STRUCTURE IN FORE PEAK TANK, AFTER PEAK TANK AND DOUBLE BOTTOM TANKS IN ENGINE SPACE CEMENT WASHED. MAIN COPPERDAMS ARE PAINTED.

Particulars of composition (if fitted) and of approval BITUMASTIC OF APPROVED MAKE IN CHAM LOCKER.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)

(Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons S.W.	Where Fitted.	Length. Feet.	Water Capacity. Tons S.W.
Double bottom, aft,	✓		Fore peak tank, FR. NO 197 TO STEM.	28.00	144.3
Double bottom, under Engines and Boilers,	✓		After peak tank, FR. NO 9 TO AFT. (FW)	38.00	176.6
Double bottom, if under Engines only,	85		Deep tank, aft (OIL) FR. NO 43-49	14.96	991.9
Double bottom, if under Boilers only,	✓		Deep tank, forward (OIL) FR. NO 181-197	39.87	653.9
Double bottom, forward,	✓		Other tanks, if fitted,		
Total length (if continuous) and Capacity	85		(If necessary furnish further information by sketch.)		

Order for Special Survey No. 4

Date 4.12.1950

Dates of Surveys held while building

1951 — MAY: 16, JUN: 16, AUG: 21, 29, 30, SEP: 14, OCT: 14, 19, 26, NOV: 1, 2, 3, 5, 6, 8, 9, 12, 15, 16, 20, 22, 23, 24, 26, 27, 28, 29, 30, DEC: 3, 4, 5, 6, 7, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 22, 27 — 1952 — JAN: 2, 6, 7, 8, 9, 10, 15, 21, 22, 23, 28, 30, FEB: 5, 6, 7, 9, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21.

Total No. of Visits 72