

Rpt. 1.
WRECK
SECTION
No.

State if Report has _____
State if Report is 5 _____
Completion of report _____

26 OCT 1931
Received at London Office
WRECK
SECTION

No. 1032

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

Port of **DANZIG**

No. 1032

Date First Survey 25th October 1930 Last Survey 14th October 1931

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

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling without tonnage openings* State Type of Erections *Box Bridge & 1/2*

TONNAGE under Tonnage Deck... 1993.24 CLASS +100A State if with freeboard as condition of Class ^{with freeboard} METRES Built at DANZIG

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 88.240

Total	Depth, at middle of length from top of keel to top of beam at side of uppermost continuous	6 250	Owners <i>Sibsakteselkabet Karaibien</i>
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Gross Tonnage 2411.49

ster Tonnage 1392.41 1st Longitudinal Number (L x D)..... = 351-300 Managers Borussen & Co. A/S
(Where necessary to be entered in Reg. Book.)

2nd Numeral $L \times (B + D) \dots\dots\dots = 1795.388$

REGISTERED DIMENSIONS. **Framing Depth "d," at middle of length. See** ✓ **5.36**
FEET. *Sec. 3 (1d)* }

Proportions—Depth to Length—Uppermost continuous deck to top of keel } 14.12 Port of Registry *U.S.A.*

Do. Long Bridge to top of keel } 10.35 ✓ If surveyed while building, afloat, or in dry dock

18.5 Draught Moulded 5.44 White building, afloat in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

		mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
AMES, Spacing amidships		6/10	✓	Bracket Floors, Frame		200x 1/5x 10 11/13 Sp.	✓
" " from 3/4 length to Collision } bulkhead.....}		11	✓	" " Reversed Frame		180x 1/5x 10 12.5/13 Sp.	✓
" " in peaks.....		11	✓	" " Vertical Struts		180x 1/5x 10 12.5/13 Sp.	✓
DE FRAMING.				Centre Girder, depth and thickness amidships		890x 11/13.5/13 Sp.	✓
Frame Amidships, Angle, E or C		200x 90x 11 Bunkers + B. Sp. 12.5	✓	" " top Angles		45x 1/5x 10.5 12.5/13 Sp.	✓
" " Extends up to		Bridge Sk. To Upper Sk. in Wells	✓	" " bottom Angles		90x 90x 11.5	✓
Reversed Frame Amidships, Angle		Frame 200x 90x 12.5 Rev. 100x 100x 13.5 150x 90x 11 and F.W. tank	✓	Side Girders, No. each side and thickness		8.5, 11/13 Sp.	✓
" " Extends up to...		Upper Sk.	✓	Margin Plate depth (excl. of flange) and thickness		1/30x 10/12.5/13 Sp.	✓
Depth of Framing Girder.....		200	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		75x 75x 9.5/12/13 Sp.	✓
Frames in Uppermost Continuous 'tween } Decks, Angle, C or E		✓	✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		120x 120x 10	✓
" " Second 'tween Decks, Angle, C or E		✓	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem		Plates at ev. 2nd ft. 300x 480x 8.5 continuous plate	✓
" " Third " " " "		✓	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem		400x 8.5	✓
Framing in Peaks, Angle or C		150x 1/5x 8.5	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		160x 9.5/12/13 Sp.	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships		Dia. 19 & 22 Spaced 4 dias.	✓	INNER BOTTOM PLATING.			
State if Frame Joggled		No	✓	Breadth and thickness of Middle Line Strake ...		114.5x 10/12.5/13 Sp. 2.5/13 Sp.	✓
ANTING ARRANGEMENTS (Sec. 7), state system and particulars		B Deep frame arrangt as approved	✓	Thickness of remainder in Holds		8.5/12.5/10/13 Sp.	✓
TRENGTHENING OF BOTTOM FOR- WARD. State Particulars		Strakes A, B, C midship thickness main, beyond coll. bnd. Double frames from 1/6 to 1/35. Solid floors from 1/6 forward. Add. but. girders each side and as per rule.	✓	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 12.5/13 Sp.	✓
ANGLE BOTTOM.				BEAMS.			
Floors, Depth and thickness at mid-line in } Holds		✓	✓	Uppermost Continuous Deck, amidships in Wells, Angle, E or C		half beams abreast cargo hatchways 150x 1/5x 8	✓
Height of Brackets at side above } base line at toe of frame		✓	✓	" " in way of Bridge, Angle, E or C		230x 90x 11 as per app. plan	✓
Middle Line Keelson, on Floors, Angles, C or E		✓	✓	Spacing		6/10	✓
" " " Through Plate or } Intercostal Plate		✓	✓	Hatch and beams C 300x 100x 12x 1/6 & build up beams		✓	✓
" " " Foundation Plate on } Floors		✓	✓	Second Deck, amidships, Angle, C or E		✓	✓
" " " Flat Plate Keel Angles		✓	✓	Spacing		✓	✓
Side Keelsons, No. each side		✓	✓	Third Deck, amidships, Angle, C or E		✓	✓
" " thickness of Intercostal Plate...		✓	✓	Spacing		✓	✓
" " Angles		✓	✓	Fourth Deck, amidships, Angle, C or E		✓	✓
DOUBLE BOTTOM.				Spacing		✓	✓
Solid Floors, thickness and spacing		8.5, 11/13 Sp. 1830	✓	Poop Deck, Angle, E or C		150x 1/5x 8	✓
" " Are Frame and Reversed Frame } joggled?		No	✓	Spacing		6/10	✓
Bracket Floors, breadth and thickness at middle line.....		665x 8.5, 11/13 Sp.	✓	Bridge Deck, Angle, E or C		180x 1/5x 8	✓
" " breadth and thickness at margin plate.....		630x 8.5, 11/13 Sp.	✓	Spacing		6/10	✓
				Forecastle Deck, Angle, E or C		180x 1/5x 8	✓
				Spacing		6/10	✓

PILLARS AND DECKS.

	IN SHIP. mm		Any Departure from Approved Plans to be Noted.		IN SHIP. mm		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.....		✓		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	1400x	18.5	✓	If Plated, state thickness		✓	
" " " " " in way of Bridge	1400x	12 x 18	✓	Poop Deck.			
" " " " " AT ENDS "	1400x	98	✓	Stringer Plate, breadth and thickness	800x8	✓	
" Angle in Wells	150x	150x 18	✓	Plating, Sheathing, material and thickness ...	6.5. Sheathed with 65 Oregon pine	✓	
Thickness of Plating abreast Deck openings) in way of Wells	12.5		✓	Bridge Deck.			
Thickness of Plating abreast Deck openings) in way of Bridge	7.5,	8 & 12.5	✓	Stringer Plate, breadth and thickness.....	1240x9.5	✓	
Thickness of Plating within line of openings...	8		✓	Plating, Sheathing, material and thickness ...	7.5	✓	
If Sheathed, material and thickness		✓		Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness.....	7/10x 8	✓	
Stringer Plate, breadth and thickness in Wells...		✓		Plating, Sheathing, material and thickness ...	7.5	✓	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Yes</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.		
	<i>inches</i> <i>mm</i>	<i>inches</i> <i>mm</i>	<i>inches</i> <i>mm</i>	<i>inches</i> <i>mm</i>		<i>inches</i> <i>mm</i>	<i>inches</i> <i>mm</i>		<i>inches</i> <i>mm</i>	<i>inches</i> <i>mm</i>			
FLAT PLATE KEEL	1150	15	14	14	✓	double	✓ 22	✓ 44	3	✓ 22	✓ 44	Lapped	
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes ... 3	18 1/2	12	12	10	✓	double	✓ 19	✓ 64	3	✓ 19	✓ 64	Lapped	
BILGE PLATING, No. of Strakes 1	14 1/2	12	10	10	✓	"	✓ 19	✓ 46	"	✓ "	"	"	
SIDE PLATING, No. of Strakes 2	1630	12	10	10	✓	"	✓ 19	✓ 46	"	✓ "	"	"	
UPPER DECK, Sheer-strake in Wells.....	1220	20, 30	10	10	✓	"	✓ 22	✓ 88	4	✓ 25	100	"	
UPPER DECK, Sheer-strake in Bridge ...	1220	12, 30	✓	✓	✓	"	✓ 25	✓ 100	4	✓ 19	64	"	
STRAKE BELOW Sheer-strake in Wells.....	1500	16	10	10	✓	"	✓ 22	✓ 88	4	✓ 22	✓ 88	"	
STRAKE BELOW Sheer-strake in Bridge ...	1500	12	✓	✓	✓	"	✓ 19	✓ 46	3	✓ 19	✓ 64	"	
POOP SIDE PLATING				8-5	✓	single	✓ 16	✓ 64	1	✓ 16	56	"	
BRIDGE SIDE PLATING ...		12			✓	double	✓ 25	✓ 100	3	✓ 19	✓ 64	"	
FOREC'TLE SIDE PLATING			9		✓	single	✓ 16	✓ 64	1	✓ 16	56	"	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.	
Extending to Upper Deck (Sec. 3 c) <i>4 (Please see gen. declaration)</i>									
,, Deck next below <i>✓</i>									
As per Rule <i>5</i>									
		STIFFENERS.							
Plating Thickness.		VERTICAL.		HORIZONTAL.					
mm		Scantlings.	Spacing.	Scantlings	Spacing.				
		mm	mm	mm					
MIDSHIP BULKHD, Upper tween decks									
,, ,, Second ,,									
,, ,, Third ,,		<i>✓ 8.5 x 10.5 x 6.5</i>	<i>✓ 200 x 75 x 11.5</i>	<i>✓ 460</i>					
,, ,, Holds		<i>✓ 9.6 x 6.5</i>	<i>✓ 200 x 75 x 11.5</i>	<i>✓ 460</i>					
COLLISION ,, (in Hold)		<i>✓ 11.6 x 7.5</i>	<i>✓ 250 x 90 x 12</i>	<i>✓ 610</i>	<i>ONE SEMI Box Box</i>				
AFTER PEAK ,,		<i>✓ 15.1 m. of shaft</i>	<i>✓ 250 x 130 x 18.5</i>	<i>✓ 610</i>	<i>✓ 250 x 75 x 10.5</i>				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Vereinigte Stahlwerke Aktiengesellschaft-Hoerder Verein, Hoerde. Vereinigte Stahlwerke Aktiengesellschaft-Dortmunder Union, Dortmund. Vereinigte Stahlwerke Aktiengesellschaft-August-Thyssen-Hütte, Hamborn. Vereinigte Stahlwerke Aktiengesellschaft-Hütte Ruhrort-Meiderich, Duisburg. Gutehoffnungshütte, Oberhausen. Bismarck-Hütte, Bismingham. A. Bergs. & Co. G. H. Berlin-Regel. G. Schichau & Co. G. H. Berlin. Materials made by Open Hearth process*
Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 1915												LETTER S		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.			
2023	1st Bower	✓ 38	3	13	✓	✓	✓	35	2	0	0	38.45	Hall's Patent, Cast Steel Head	N.V. Ned. Ketting & Ankerfabriek	Rotterdam 7.4.31. Wehrmeyer
2024	2nd "	✓ 38	3	4	✓	✓	✓	"	"	"	"	38.45	- " -	- " -	- " -
2028	3rd "	✓ 32	3	22	✓	✓	✓	30	14	0	0	32.50	- " -	- " -	- " -
	Collective weight	✓ 110	2	14								✓ 110.00			
2031	Stream	✓ 10	0	6	2	2	4	✓ 12	4	0	0	10.00	Admiralty	Not stated	Rotterdam 9.4.31. Wehrmeyer

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.		
	Fathoms.	Ins.		Supplied.	Per Rule.	Supplied.	Per Rule.	Fathoms.	Ins.					Length.	Ins.		Length.	Ins.	
461	241.66	1 13/16	57 3/8	82 3/4	421.1.20	394.45	240	1 13/16	17 1/2	Mild Steel	Toto Werke, Warmer Ruhr	6.2.31, Warmer, J. Ocas	Steel Wire TOWLINE.	165	102	44.9	165	102	
													Steel Wire HAWSERS & WARPS	2@165	64	14.4	2@165	64	
													"	2@165	5 1/4	14.6	2@165	5 1/4	
Stream	135	108	51.5					135	108	Kabelbau & Longsdg. a/W Mechanische Drakt- & Heuterei B. Schroeder	Landberg a/W 23.5.31.	Manilla	165	160					

Steering Gear, Steam Deutsche Werke Kiel A.G., Kiel-Friedrichsort No 66/15										Steering Gear, Hand The International S. & E. G. Ltd., Danzig No. 20065 M/33									
Boats 2 life boats & 1 working boat for oak. 1 Norwegian Steering Chains, Size and Test 1 1/8" dia. Bxlg. 30 1/2 lbs. Tens. 15 1/8 lbs										Windlass The Int. S. & E. G. Ltd., Danzig No. 20065 M/36									
Ceiling in Holds, thickness and material 45 mm, fir										Cargo Battens, thickness, material and spacing not fitted									
Cargo Hatchways.—(Upper Deck) Height of coverings at side above steel d.k. 1100 mm, 12 mm thick										Thickness of Hatches 65 mm									
Size of No. 1 Hatchway (Forward) 9.45 x 6.10 m. No. 2 10.36 x 6.10 m. No. 3 2.00 x 3.05 m. No. 4 10.36 x 6.10 m. No. 5 9.45 x 6.10 m. No. 6																			
Number of Shifting Beams and for Fore and Afters Hatchways Nos 1, 2, 4 & 5: Six each. Hatchway No 3: One.																			
										THE INTERNATIONAL SHIPBUILDING AND ENGINEERING CO. LTD. (formerly: Norddeutscher Lloyd Schiffbau- und Maschinenfabrik A.G.) Builder's Signature <i>[Signature]</i>									

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel										(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo									
The vessel is fitted for the carriage and burning of oil used as fuel which is carried in the double bottom and oil fuel settling tanks. The flash point of the oil fuel to be above 150°F. The requirements of section 20 of the Rules for carrying and burning of oil used as fuel have been complied with.										The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.									
The workmanship is of good quality. The vessel has been constructed in accordance with the approved plans (which are retained in this Office until completion of the sister vessel No. 66) and Rule requirements. The intermediate bulkhead in the fore hold between the collision bulkhead and boiler room bulkhead has been omitted.										The Owners' consent to this arrangement is given in a letter dated 13th August 1930 which is forwarded herewith.									
A notation of 'Intermediate BH in fore hold dispensed with 4 BH' to be made in the Register Book. The compartments intended for oil fuel & water ballast have been tested as required by the Rules & found tight. The decks, watertight bulkheads with doors and tunnel have been hose tested & found tight. The watertight doors & hand pump to drain the forward spaces have been examined, tried & found efficient. The vessel was examined in dry dock at Danzig on the 8th September 1931 when the bottom was recoated. It is submitted that a date of build 1931 tenth month be assigned																			

The amount of Entry Fee £ 6 : 0 : 0										Fees applied for, 22.10.1931									
Special Survey Fee £ 195 : 12 : 0										Received by me, 11.11.1931									
Travelling Expenses, if any £ 3 : 0 : 0										I am of opinion the Vessel should be Classed +100A1 with date of Build 1931 tenth month									
State whether the Vessel has been built under Special Survey Built under Special Survey										Signature James C. Dykes									
Certificate to be sent to Danzig Office										Date of Issue 4.11.31									

Committee's Minute										FRI. 30 OCT 1931									
Character assigned										+100A1									
Cargo battens not fitted										+ C.M.C. 10.31 F.D. O.G.									
Fitted for oil fuel 10.31 F.P. above 150°F.																			
Lloyd's A & C.P.																			

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



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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.)

by the Committee with notations 'filled for oil fuel 10,31 FP above 150°F'; 'Cargo ballers not filled'; 'Lloyd's A & CP' Copy of interim certificate attached.
The vessel left Danzig on the 14th October 1931 for Aalborg with a cargo of coal.

Sister Vessels. (Constructed by same Builders)

Rep. No. 671 Yard No. 53 Name: 'NORDVANGEN', Completed at Danzig in April 1929
" " 700 " " 54 " 'SÖRVANGEN' " " " " May "
" " 880 " " 63 " 'VESTVANGEN' " " " " October 1930
" " 890 " " 64 " 'AUSTVANGEN' " " " " November 1930
✓ " " 66 " 'LINDVANGEN', Nearing completion at Danzig.

PILLARS IN HOLDS				PILLARS IN MACHINERY SPACE				PILLARS IN BRIDGE			
FRAME	NUMBER	SECTION	SCANTLINGS mm	FRAME	NUMBER	SECTION	SCANTLINGS mm	FRAME	NUMBER	SECTION	SCANTLINGS mm
15	one	+	130 x 130 x 13	41	two	+	130 x 130 x 12	83	two	tubular	140 x 11
49	"	"	" x " x "	PILLARS IN STERN UNDER HAND STEER. GEAR.				PILLARS IN FORECASTLE			
89	"	"	" x " x "	✓	two	E	150 x 75 x 8.5	128	four	solid	70
31 to 32	two	tubular	266 x 12	PILLARS IN POOP.				132	two	"	75
88 to 89	Two derrick posts carried down to tank top			2	one	solid	75	134	"	"	75
111 to 112	two	tubular	266 x 12	4	"	"	"	139	"	"	70
55	one	"	205 x 11	4	Steel bulkhead		"	142	one	"	75
132	"	"	266 x 12	12	two	solid	75	PILLARS IN BRIDGE			
94	"	+	160 x 160 x 15	49	three	solid	70				
128	"	"	" x " x 15								

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

1st Bower HEAD: 1240 kg, Arnold Bennett, Cert. No. 2546, Mancinelle 28.1.30
2nd " " : 1225 " " " " 2543, " " " "
3rd " " : 1115 " " " " 2631, " 18.2.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 28 ft., R.Q.D. ✓ ft., Bridge 84 ft., Forecastle 33 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) 1 Dk (S12)

Official No. ✓ ; Signal Letters LKCN Is bottom of Vessel coated with cement in eng. tank only if not give
particulars of composition clear of engine room tank bottom coated inside with mazout

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	✓ 94	✓ 202.5	Fore peak tank,		16	✓ 61	
Double bottom, under Engines and Boilers,	✓ 46	✓ 156.0	After peak tank,		18	✓ 78	
Double bottom, if under Engines only,			Deep tank, aft,				
Double bottom, if under Boilers only,			Deep tank, forward,				
Double bottom, forward,	✓ 108	✓ 264.5	Other tanks, if fitted, P.S. FW tanks in Bridge together		36	✓ 42	
Total capacity of double bottom			623.0	(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. 6

Date 28th July 1930

Dates of Surveys held while building

1930 October 25, November 5, 13, 20, 25, December 2, 12, 16.
1931 January 8, 13, 19, 26, February 6, 12, 18, March 3, 14, 23, April 10, 15, 18, 21, 24, 30, May 7, 11, 15, 22
June 2, 4, 16, 17, 29, July 1, 9, 23, August 7, 14, 26, 28, September 8, 16, 17, 24, 28, 29
October 5, 12, 14.

Total No. of Visits 49