

## STEEL STEAMER or MOTORSHIP.

Received at London Office 20 OCT 1930

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

16th October 1930

Port of

DANZIG

No. 880

Survey held at

DANZIG

Date First Survey 3rd February

Last Survey

7th October

1930

On the

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

Single Screw Steamer 'VESTVANGEN'

State Type

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

Full Scantling without tonnage openings

State Type of Erections Pop, Bridge &amp; Forecastle

TONNAGE under  
Tonnage Deck...

1993.24

CLASS 100A1State if with freeboard  
as condition of ClassBuilt at DANZIGDo. of space or spaces  
between Tonnage Dk.  
and Upper Dk.

Total

1993.24

Gross Tonnage

2419.61

Register Tonnage

1394.20

REGISTERED DIMENSIONS.  
FEET.

Length

291.2

Breadth

45.4

Depth

18.5

Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a)METRES  
L 88.240

Breadth (greatest moulded)

B 13.840

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

D 6.250

1st Longitudinal Number (L x D) = 551.500

2nd Numeral L x (B + D) = 1745.388

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

5.36

Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel

14.12

Do. Long Bridge to top  
of keel

10.35

Draught Moulded 5.44 m

Launched 16th July 1930 Yard No. 63

Builders The International Shipbuilding &amp; Engineering Co. Ltd.

Owners Skibsaktieselskapet Karaibien

Managers Gørrissen &amp; Co. A/S

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

Residence Oslo

Port of Registry Oslo

If surveyed while building, afloat, or in dry dock

While building, afloat and 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.
FRAMES, Spacing amidships	610		Bracket Floors, Frame	200 x 75 x 10 11 B.Sp.	
" " from 1/3 length to Collision bulkhead	11		" " Reversed Frame	180 x 75 x 10 12.5 B.Sp.	
" " in peaks	11		" " Vertical Struts	180 x 75 x 10 12.5 B.Sp.	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	890 x 11.35 B.Sp.	
Frame Amidships, Angle, E or C	200 x 90 x 11 in Bunkers 8.5 Sp. 12.5		" " top Angles double	75 x 75 x 10.5 12.5 B.Sp.	
" " Extends up to	Bridge Dk. To Upper Dk in Wells		" " bottom Angles	90 x 90 x 11.5	
Frame 110 x 11	Frame 200 x 90 x 12.5 L Rev. 3/4 L 100 x 100 x 13 & 130 x 90 x 11 and FW tank		Side Girders, No. each side and thickness	8.5, 11 B.Sp.	
& Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	730 x 10.12.5 B.Sp.	
" " Extends up to	Upper Dk		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	75 x 75 x 9.5 12.5 B.Sp.	
Depth of Framing Girder	200		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	120 x 120 x 10 Plates at w. 2nd h.	
Frames in Uppermost Continuous 'tween Decks, Angle, C or [	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	300 x 480 x 8.5 continuous plate	
" " Second 'tween Decks, Angle, C or [	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem	400 x 8.5	
" " Third " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	1660 x 9.5 x 12 B.Sp.	
Framing in Peaks, Angle or C	150 x 75 x 8.5		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	Dia 19 x 22 spaced 4 diags		Breadth and thickness of Middle Line Strake	1145 x 10.12.5 B.Sp. 25 E.Sp.	
State if Frame Joggled	No		Thickness of remainder in Holds	8.5, 12.5, 10 E.Sp. 12.5 B.Sp.	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	8 Deep frame ang. as approved.		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	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	Strakes A, B, C midship thick. main. beyond coll. bulk. Double frames from 116 to 135. Solid floors from 116 forward Add. 1/2" girders each side & per Rule.		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	half beams abaft cargo hatchways 150 x 75 x 8	
Floors, Depth and thickness at mid-line in Holds	✓		" " in way of Bridge, Angle, E or C	230 x 90 x 11 as sp. app. plan	
Height of Brackets at side above base line at toe of frame	✓		Spacing	610	
Middle Line Keelson, on Floors, Angles, C or [	✓		Hatch end beams L 300 x 100 x 100 x 12 x 16 and bulwark beams		
" " Through Plate or Intercostal Plate	✓		Second Deck, amidships, Angle, C or [	✓	
" " Foundation Plate on Floors	✓		Spacing	✓	
" " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, C or [	✓	
Side Keelsons, No. each side	✓		Spacing	✓	
" " thickness of Intercostal Plate	✓		Fourth Deck, amidships, Angle, C or [	✓	
" " Angles	✓		Spacing	✓	
DOUBLE BOTTOM.			Poop Deck, Angle, E or C	150 x 75 x 8	
Solid Floors, thickness and spacing	8.5, 11 B.Sp.		Spacing	610	
" " Are Frame and Reversed Frame joggled?	1830 No		Bridge Deck, Angle, E or C	180 x 75 x 8	
Bracket Floors, breadth and thickness at middle line	665 x 8.5, 11 B.Sp.		Spacing	610	
" " breadth and thickness at margin plate	630 x 8.5, 11 B.Sp.		Forecastle Deck, Angle, E or C	180 x 75 x 8	
			Spacing	610	



## PILLARS AND DECKS.

	mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
IN STERN UNDER HAND STEER. GEAR TWO L Pillars	150x 45x 8 1/2 mm			
PILLARS, No. of Rows... <i>ONE L 1400</i>				
IN POOP: FRAMES 2 & 4 ONE ON EACH	75 mm dia			
BRIDGE	Steel bulkhead			
in between Decks, Size and Spacing	FRAME 49 THREE 70 mm dia			
IN FORECASTLE " " "	FRAME 83 TWO 140x 11 mm O			
" " " " "	FRAME 128 FOUR 70 mm dia.			
" " " " "	132 TWO 45 mm dia			
" " " " "	134 " 45 mm dia			
" " " " "	139 " 40 mm dia			
" " " " "	142 ONE 45 mm dia			
in Holds	FRAME 15, 49 & 87 ONE 130x 130x 13 mm +			
FRAME 31-32, 88-89, 111-112	TWO 255x 12 mm O			
FRAME 55	ONE 205x 11 mm O			
" " " " "	ONE 255x 12 mm O			
" " " " "	ONE 160x 160x 13 mm +			
IN BULK SPACE FRAME 71	TWO 130x 130x 12 +			
Centre Line Bulkhead.				
Stiffeners and Spacing				
Plating, thickness of				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	1400x 18.5			
" " " " in way of Bridge	1400x 12 1/8			
" " " " AT ENDS OF BRIDGE	1400x 28			
" Angle in Wells	150x 150x 18			
Thickness of Plating abreast Deck openings in way of Wells	12.5			
Thickness of Plating abreast Deck openings in way of Bridge	7.5, 8 & 12.5			
Thickness of Plating within line of openings	8			
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				
Thickness of Plating within line of openings				
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	800x 8			
Plating, Sheathing, material and thickness	6.5 sheathed with 65 mm Oregon pine			
Bridge Deck.				
Stringer Plate, breadth and thickness	1240x 9.5			
Plating, Sheathing, material and thickness	7.5			
Forecastle Deck.				
Stringer Plate, breadth and thickness	710x 8			
Plating, Sheathing, material and thickness	7.5			

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			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.		
	<small>Inches. mm</small>	<small>Inches. mm</small>	<small>Inches. mm</small>	<small>Inches. mm</small>									<small>Inches. mm</small>
FLAT PLATE KEEL .....	1150	15	14	14		double	22	77	3	22	77	Lapped	
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of of Strakes ....3.....	1875	12	12	10		double	19	67	3	19	67	Lapped	
BILGE PLATING, No. of Strakes .....1.....	1775	12	10	10		"	19	76	"	"	"	"	
SIDE PLATING, No. of Strakes .....2.....	1618	12	10	10		"	19	76	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....	1230	20, 30	10	10		"	22	88	4	25	100	"	
UPPER DECK, Sheer- strake in Bridge ...	1230	12, 30	✓	✓		"	19	76	3	19	67	"	
STRAKE BELOW Sheer- strake in Wells.....	1500	16	10	10		"	25	100	4	25	100	"	
STRAKE BELOW Sheer- strake in Bridge ...	1500	12				"	19	76	4	22	88	"	
POOP SIDE PLATING .....				8.5		single	16	64	1	16	56	"	
BRIDGE SIDE PLATING ...		12				double	19	76	3	19	67	"	
FOREC'TLE SIDE PLATING			9			single	16	64	1	16	56	"	

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—					Castings or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)	4							
" Deck next below								
As per Rule 5 (Please see general declaration)								
STIFFENERS.					KEEL, Bar			
MIDSHIP BULKHEAD, Upper tween decks	Plating Thickness. mm	VERTICAL.		HORIZONTAL.	STEM	Stern FRAME	Propeller Post	Rudder
		Scantlings.	Spacing.					
" Second								
" Third								
" Holds	8.5, 10.5, 6.5, 5			760				
" (in Hold)	11.6, 7.5, 5.25, 4.0, 1.5			610				
AFTER PEAK	11.6, 7.5, 5.25, 4.0, 1.5			610				
STIFFENERS.					RUDDER			
MIDSHIP BULKHEAD, Upper tween decks					Speed of Vessel			
" Second					RUDDER mainpiece at head			
" Third					" head			
" Holds					" how constructed			
" (in Hold)					" double or single plate			
AFTER PEAK					" coupling, vertical or horizontal			

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Butenrothnungshütte Walzwerk Oberhausen. Vereinigte Stahlwerke A. B. Niederrheinische Hütte, Duisburg.  
 Mannesmannröhrenwerke, Düsseldorf. Vereinigte Stahlwerke A. B. Dortmunder Union, Dortmund. J. Schichau S. m. b. H., Elbing.

Has the Steel been tested as required by the Rules?

Yes

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 Register  
 Foundation



EQUIPMENT No. 1915				LETTER S		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT EX. STOCK KILOGRAMS	WEIGHT OF STOCK KILOGRAMS	TEST, PER CERTIFICATE KILOGRAMS	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
32	1st Bower	202 7/8	Stockless	36300	1940	Hall's Type, cast steel head	Schichau S.M.B.H.	Danwig, 26.8.30. J.C. Dykes
33	2nd "	201 9/16	"	36300	1940	" " " " " "	" " " " " "	" 27.8.30 " " "
34	3rd "	181 3/4	"	33520	1650	" " " " " "	" " " " " "	" 27.8.30 " " "
	Collective weight.	585 9/16			5590			
36	Stream	514	1 1/2	12330	510	Admiralty, cast steel	Schichau S.M.B.H.	Danwig, 28.8.30 J.C. Dykes

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- Break- ing.	Supplied.	Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.			
	Fathoms. Ins.	Tons. Tons.	Owts. qrs. lbs.	Owts.	Fathoms. Ins.					Feet. Cir.	Tons.	Feet. Cir.			
689	242 fms 1 13/16	59 1/8 82 3/4	414. 3. 8	39 1/4 3/4	240 1 13/16	Stud Link	J.D. THEILE	Schwerdt, 22.7.30 J. Quast	Steel Wire TOWLINE	165 102	46	165 102			
									HAWSERS & WARPS Steel Wire	2@165 64	18.49	2@165 64			
									"	2@165 54	12.34	2@165 54			
	METRES Cir. MM				METRES Cir. MM		Berkenhoff & Dreher A. G.	Hamburg	Manilla	165 200					
	135 108	53.35			135 108	Steel Wire									

Steering Gear, Steam *Deutsche Werke, Kiel-Friedrichsort No 6437* Steering Gear, Hand *The International S.B. & E. Co. Ltd., Danwig*

Boats *2 lifeboats & 1 Working boat (Gir & Oak)* Steering Chains, Size and Test *1 3/32" dia. Test's: 28 1/2 Tons. 14 3/8 Tons.* Windlass *The Internat. S.B. & E. Co. Ltd., Danwig No 415*

Ceiling in Holds, thickness and material *45 mm Gir* Cargo Battens, thickness, material and spacing *not fitted*

Cargo Hatchways.—(Upper Deck) *Height of coaming at side above steel dk: 1100 mm. 12 mm thick* Thickness of Hatches *6.5 mm*

Size of No. 1 Hatchway (Forward) *9.45 x 6.10 m* No. 2 *10.36 x 6.10 m* No. 3 *2 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/or Fore and Afters Hatchways Nos 1, 2, 4 & 5: *Six in each* Hatchway No. 3: *One*

THE INTERNATIONAL  
SHIPBUILDING AND ENGINEERING CO. LTD.  
Danziger Werft und Eisenbahnwerk (AG & Co.)

Builder's Signature *[Signature]*

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 positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*The vessel is fitted for the carriage and burning of oil used as fuel which is carried in the double bottom tanks & 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 seams of the upper deck plating in way of the oil fuel settling tanks have been reinforced by electric welding.*

*The workmanship is of good quality. The vessel has been constructed in accordance with the approved plans (which are retained at this Office until completion of the sister vessels Nos 64, 65 & 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 is given in a letter sent to the London Office together with Danwig letter dated 16th January 1930. 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 and water ballast have been tested as required by the Rules & found tight. The decks,*

The amount of Entry Fee ..... £ *6 : 0 : 0* Fees applied for, *16.10 1930*

Special Survey Fee.... £ *196 : 0 : 0* Received by me, *3.11. 1930*

Travelling Expenses, if any £ *9 : 0 : 0*

I am of opinion the Vessel should be Classed *+100A1* with date of build 1930, tenth month.

State whether the Vessel has been built under Special Survey *Built under Special Survey* Signature *James C. Dykes*

*H.C.M.* Certificate to be sent to *Danwig Office* Date of issue *24/10/30* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 24 OCT 1930* *TUE. 4 NOV 1930*

Character assigned *+100A1*

*Cargo battens not fitted*

*Lloyd's A & C.P.* *Fitted for oil fuel (10.30) F.P. above 150° F.*

*write off* *[Signature]*

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Lloyd's Register Foundation



water-tight bulkheads with doors and the tunnel have been hose tested & found tight. The water-tight doors, hand pump to drain the spaces forward have been examined, tried & found in working order. The vessel was examined in dry dock on the 12th Sept. 1930 when the bottom was recoated. It is submitted that a date of build 1930 tenth month be assigned with notations: 'Fitted for oil fuel 10,30 F.P. above 150°F.' 'Cargo ballers not fitted'. 'Lloyd's A & C.P.' (Copy of interim certificate attached) The vessel left the Builders yard on the 4th October 1930. Subsequently she loaded a cargo of coal at Danzig & proceeded on a voyage to Sonderburg on the 10th October 1930.

J. C. D.

His plan approved for W 63.

Sister vessels: S.S. 'NORDVANGEN' completed by The International S.B. & C. Co. Ltd, Danzig. (Yard No 53) Danzig Reg. No. 641  
S.S. 'SÖRVANGEN' " " " " " " " " " " ( " " 54) " " " 400  
not reported (S.S. 'AUSTVANGEN' und. constr. at " " " " " " " " " " ( " " 64)  
S.S. Yard Nos 65 & 66 " " " " " " " " " " " " " " " "

A.C.D.

Official No. \_\_\_\_\_ ; Signal Letters L J K H Is bottom of Vessel coated with cement in eng tank only if not given  
particulars of composition Clear of engine room tank bottom coated internally with marout

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. 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	48
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, <i>P &amp; S FW tanks i. Bdg. Tw. Dks. Together</i>	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.

Date. 2nd. Dec. 1929

### Dates of Surveys held while building

1930: Feb. 3, 19, 27. Mar. 10, 19, 31. Apr. 3, 10, 25, 29. May 3, 5, 7, 14, 21, 28, 31  
June 3, 7, 11, 19, 23, 23, 26, 30. July 1, 1, 5, 7, 9, 10, 14, 16, 24, 29 Aug. 2, 15, 21, 25, 26  
Sept. 2, 8, 12, 18, 19, 22, 29, 30 Oct. 4, 6, 7.

Total No. of Visits 21