

## STEEL STEAMER or MOTORSHIP.

Received at London Office 28 JAN 1931

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

Date of completion of report

16<sup>th</sup> January 1931

Port of

Copenhagen

No.

8420.

Survey held at

Odense

Date First Survey

18/3/30

Last Survey

13/1/31

19

On the

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

Steel Twin Screw Motor Ship

"NIEL MÆRSK"

State Type

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

Complete Superstructure with Tonnage opening

State Type of Erections

Forecastle

TONNAGE under  
Tonnage Deck...

4622.26

CLASS  $\times$  100 A 1State if with freeboard  
as condition of Class

Yes

Built at

Odense

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

Total

Gross Tonnage

5086.03

Register Tonnage

3168.22

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

L 418.56

Breadth (greatest moulded)

B 54.5

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

D 38.16

1st Longitudinal Number (L  $\times$  D)

= 15311

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

= 38122

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

24.71

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

10.95

Do. Long Bridge to top  
of keel

✓

Draught Moulded

25.0 $\frac{3}{4}$ 

Launched

28-10-30

Yard No. 38

Builders

Odense Staalskibsverft

Owners

a/s s/s Svendborg and  
a/s 1912 a/s

Managers

A.P. Møller

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

Residence Kongens Nytorv 8, Copenhagen.

Port of Registry

Svendborg

If surveyed while building, afloat, or in dry dock

While building

REGISTERED DIMENSIONS.  
FEET.

Length

418.9

Breadth

54.4

Depth

25.4

## 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	29		Bracket Floors, Frame	200 90 10	
" " from $\frac{1}{2}$ length to Collision bulkhead	27		" " Reversed Frame	180 75 9	
" " in peaks	24		" " Vertical Struts	180 75 9	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	46 $\frac{1}{2}$ 54	
Frame Amidships, Angle, E or C	300 90 14 $\frac{1}{2}$	43-21	" " top Angles	double 90 90 14	
" " Extends up to	2 <sup>nd</sup> Deck		" " bottom Angles	double 120 120 15	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	2 40	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	42 53	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	150 150 11 $\frac{1}{2}$ Single	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	150 100 13 $\frac{1}{2}$		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	150 150 14 Double	
" " Second 'tween Decks, Angle, E or C	✓		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	continuous gusset plate 24 x 40	
" " Third " " " "	✓		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	continuous gusset plate 24 x 40	
Framing in Peaks, Angle or C	A 200 90 9 $\frac{1}{2}$		Tank Side Brackets, height above base line at toe of Frame and thickness	6-3 48	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	$\frac{7}{8}$ 5 $\frac{3}{4}$		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	53 52	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frames 280 90-15 L 2 side stringers 40 150 10-13 Double shell frames $\frac{1}{2}$ L to Coll. B.H.O.		Thickness of remainder in Holds	43	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	3 stringers (105) 70 ditto 1 extra side girder spacing 4' Double bays to shell on side girders		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	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓		Uppermost Continuous Deck, amidships in Wells, Angle, E or C	180 90 11	
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, C or C	✓	
Middle Line Keelson, on Floors, Angles, C or C	✓		Spacing	every frame	
" " Through Plate or Intercoastal Plate	✓		Second Deck, amidships, Angle, E or C	200 90 10	
" " Foundation Plate on Floors	✓		Spacing	every frame	
" " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, E or C	200 90 10	
Side Keelsons, No. each side	✓		Spacing	every frame	
" " thickness of Intercoastal Plate	✓		Fourth Deck, amidships, Angle, C or C	✓	
" " Angles	✓		Spacing	✓	
DOUBLE BOTTOM.			Poop Deck, Angle, C or C	✓	
Solid Floors, thickness and spacing	40 every 3 <sup>rd</sup> frame		Spacing	✓	
" " Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle, C or C	✓	
Bracket Floors, breadth and thickness at middle line	33 $\frac{1}{2}$ 40		Spacing	✓	
" " breadth and thickness at margin plate	33 40		Forecastle Deck, Angle, E or C	180 75 8	
			Spacing	every frame	



## PILLARS AND DECKS.

[illegible]

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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 .....	53	.78	.68	.68		Double	1	3 3/4	4	1	4	Lapped	
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes .....	4	.58	.58	.60		Double	7/8	3 1/4	3	7/8	3 1/8	Lapped	
BILGE PLATING, No. of Strakes .....	1	.58	.64	.60		Double	7/8	3 1/4	3	7/8	3 1/8	Lapped	
SIDE PLATING, No. of Strakes .....	5	.58	.46	.46		Double	7/8	3 1/4	3	7/8	3 1/8	Lapped	
UPPER DECK, Sheer-strake in Wells .....	55	.68	.46	.46		Double	7/8	3 1/4	4	7/8	3 1/2	Lapped	
UPPER DECK, Sheer-strake in Bridge ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
STRAKE BELOW Sheer-strake in Wells .....	64	.62	.46	.46		Double	7/8	3 1/4	4	7/8	3 1/2	Lapped	
STRAKE BELOW Sheer-strake in Bridge ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
POOP SIDE PLATING .....	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BRIDGE SIDE PLATING ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
FOREC'TLE SIDE PLATING	✓	✓	✓	.40		Single	3/4	3	one	3/4	2 5/8	Lapped	

## 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).....1													
" Deck next below.....1													
As per Rule.....1													
						STIFFENERS.							
						Plating Thickness.		VERTICAL.		HORIZONTAL.			
								Scantlings.	Spacing.	Scantlings	Spacing.		
MIDSHIP BULKH'D, Upper tween decks						✓		✓		✓		✓	
" " Second "						✓		✓		✓		✓	
" " Third "						✓		✓		✓		✓	
" " Holds .....						.26							
" " (in Hold) .....						.40	300.90.15L	30		✓		✓	
COLLISION						.30				2 beam box beams			
AFTER PEAK						.54	150.90.14L	24		3" Deck			
" " .....						.30							
" " .....						.50	150.75.38L	24		1 beam box beam.			
KEEL, Bar .....													
STEM .....						Forging		10" x 2½"					
STERN FRAME						{ Propeller Post .....		{		{		{	
						{ Rudder .....		{		{		{	
						Last Steel		10½ x 3¼		Without type Bergbau & Eisenk. Gew.			
RUDDER—A x D.....								667					
Speed of Vessel.....								13.8					
RUDDER mainpiece at head .....						Forged Steel		12½		Without type			
" " heel .....								98					
" " how constructed .....								4 arms, keyed & shank in					
double or single plate .....								Single plate 1-14					
coupling, vertical or horizontal.....								Horizontal.					

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth*  
*Plates - Vereinigte Stahlwerke, Niederrheinische*  
*Sections - Vereinigte Stahlwerke Hoerder Verein and Vereinigte Stahlwerke August Thyssen-Hütte, Hamborn*  
 Has the Steel been tested as required by the Rules? *Yes*



EQUIPMENT No. 39310										LETTER 27		ANCHORS.			
Number of Certificate.	Anchor.	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.			
1517	1st Bower ...	70	2	6				54	5	-	-	68	Union Stockless	Messrs Dortmunds Union	Dortmund 17/4/30 K. Hauf
1516	2nd „ ...	40	0	16				54	-	-	-		Ditto		Dortmund 17/4/30 K. Hauf
1518	3rd „ ...	61	0	6				49	0	2	14		Ditto		Dortmund 17/4/30 K. Hauf
	Collective weight.	201	3	0								194 1/2			
1519	Stream .....	19	0	4	4	3	17	19	19	2	21	19	Ordinary Stock		Dortmund 17/7/30 K. Hauf

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
693	135½	2¾	96¼	134¾	395	1	19	720¾	2½	2¾	Mild Steel messrs Hadlink Carl Schlegel	Grüne 23¼/30 J. Faust	Special Flexible TOWLINE...	120	4¾	65500 Kg	120	5¼	
658	138	2⅝	134¾	188½	403	3	12		2½	2¾	Cast Steel messrs stadlink Hanse Kettenfabrik	Dortmund 26¼/30 J. Faust	Special Flexible HAWSERS & WARPS	2090	2½	18200 Kg	2090	2¾	
	243½				498	1	3								2090	7"	Manilla	2090	7"
Iron Stream Chain or Steel Wire	90	4½			59000 Kg		Special Flexible		90	5									

Steering Gear, Steam Electric. J.B. Thirge. Odense. Steering Gear, Hand 2. Wheel. Direct

Boats 1 @ 23.0 x 7.6 x 2.11 Steering Chains, Size and Test ✓ Windlass Electric

Ceiling in Holds, thickness and material 2 1/2" pine Cargo Battens, thickness, material and spacing 6 x 2" 15" centres pine

Cargo Hatchways. (Upper Deck) 42" Coamings 1528.46 Thickness of Hatches 3"

Size of No. 1 Hatchway (Forward) 33.9 x 20' No. 2 38.8 x 20' No. 3 41.1 x 20' No. 4 38.8 x 20' No. 5 31.5 x 20' No. 6 ✓

Number of Shifting Beams and/or Fore and Afters No 1-7: No 2-7: No 3-8: No 4-7: No 5-6.

Builder's Signature

John Tilmann-Petersen

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Yes (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Yes The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built according to the approved plans, Secretary's letters and to the Rules of this Society. The materials and workmanship are to my satisfaction.

All the double bottom, deep, peak and wing tanks have been tested according to the Rules and found tight.

All the weather decks, bulkheads and tunnels have been tested and found tight.

Strengthening for ice fitted but notation not required; intermediate frames fitted in fore peak also for 7 spaces abaft collision bulkhead from margin plate to 3<sup>rd</sup> deck 200 x 90 x 11.5 L 4 strakes side shell plating midship thickness to stem.

The freeboard has been marked on the ship's side, verified & cut in

The requirements of Section 20 of the Rules have been complied with so far as they apply to the Deep tanks.

Oil fuel to be carried in double bottom tanks, fore and aft peak tanks and starboard tunnel wing tank.

Fitted for carrying oil (1.31) F.P. above 150°F in Deep Tanks for and abaft Motor Room

The amount of Entry Fee ... £ 163.80 : Fees applied for, 26.1.19 31/1/19

Special Survey Fee. £ 595.10 : Received by me, 14/2/31

Freeboard 182.00

Travelling Expenses, if any £ 1165.40 : 30.00

State whether the Vessel has been built under Special Survey Yes Signature J.G. Buchanan

Certificate to be sent to Surveyors Office. Copenhagen Date of issue 30/1/31

I am of opinion the Vessel should be Classed 100A1 with freeboard.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 30 JAN 1931

Character assigned

+ 100A1

With freeboard

Fitted for carrying oil (1.31) F.P. above 150°F in Deep Tanks

Lloyd's a.o.c.

+ Lmb 1.31 Oil Eng. Cl. D.B. - 100 lbs Elec. 24

Write fls. 30/1/31



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Lloyd's Register Foundation



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.)

Sister Vessel *M/S. GERTRUDE MÆRSK* Cpn Rpt No. 8258.

Approved Plans—

1. Midship section.
1. Profile and Decks.
1. Shell plating.
1. Sternframe and Rudder.
1. Boss frames.
1. Painting Arrangement
1. Motor Seating
1. Watertight Bulkheads
1. Cruiser Stern
1. Propeller Brackets
1. Alterations to Hatch Ends.
2. Deep tank for Oil. 2037 frame 61-64. 1038 frame 59-66.
1. Deep tank for oil frame 84-94.
1. Upper Deck arrang<sup>t</sup> of Ventilators & Doublings.
1. Proposed enlarged Motor Casing opening in 2<sup>nd</sup> Deck.

Certificates

1. Sternframe and Propeller Brackets
1. Rudder Stock
1. Interim Certificate.

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

1st Bower	<i>Ha. 45.2.17 : M.B. 4178 : 7.7.30</i>	<i>SHANK. 24.3.17 : M.B. 942 : 7.7.30</i>
2nd "	<i>44.3.26 : M.B. 4177 : 7.7.30</i>	<i>25.0.18 : M.B. 943 : 7.7.30</i>
3rd "	<i>39.3.11 : M.B. 4179 : 7.7.30</i>	<i>21.0.23 M.B. 944 : 7.7.30.</i>

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle *38.2* 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<sup>st</sup> (J?) & Shelter dk, 3<sup>rd</sup> dk 577. in 101 No 20.*

Official No. ☒ ; Signal Letters *NJ DQ* Is bottom of Vessel coated with cement *no.* if not give particulars of composition *Oil in double bottom and in peaks—Cement wash in upper after Peak.*

**PARTICULARS OF WATER BALLAST.**—

Where Fitted.	OIL	*Length.	Water Capacity.	Where Fitted.	OIL	*Length.	Water Capacity.
	Tons	Feet.	Tons.		Feet.	Tons.	
Double bottom, aft, <i>FUEL</i>	303	130-6	329	Fore peak tank, <i>FUEL</i>	135	22-4½	148
Double bottom, under Engines and Boilers, <i>FUEL</i>	140	38-8	151	After peak tank, <i>UPPER F.W. FUEL</i>	108	20-0	118
Double bottom, <del>if</del> under Engines only, <i>LUB. OIL</i>	27	14-6	✓	Deep tanks aft, <i>OIL AS CARGO</i>	493	16-11	534
Double bottom, if under Boilers only, ✓				Deep tank, forward, <i>OIL AS CARGO</i>	983	26-7	1068
Double bottom, forward,	423	200-9	785	Other tanks, if fitted, <i>TUNNEL SIDES. S FUEL</i>	23	—	25
Total capacity of double bottom <i>1268</i>				(If necessary, furnish further information by sketch.)			

\* The wells are not to be included in the lengths of the tanks.  
*394-0 1266*

Order for Special Survey No. *41*

Date *30/4/30*

Dates of Surveys held while building

*1930. MAR 18.29 : APR. 2.9.24; MAY 7.13.20.27; JUNE 3.7.10.17.20.23.25; JUL. 1.9.17.25  
AUG. 2.6.16.19.26; SEP. 1.5.12.17.24; OCT. 1.8.14.15.21.22.28; NOV 4.14.21.28; DEC 2.9.16.23.  
1931. JAN. 6.10.13.*

Total No. of Visits *48.*