

STEEL STEAMER or MOTORSHIP.

Received at London Office

21 AUG 1935

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

6th August 1935

Port of

Copenhagen

Survey held at

Odense

Date First Survey

12th December 1934

Last Survey

2nd August

1935

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

steel twin screw motor tanker (machinery fitted aft) "KROSSFOND"

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

Full Scantling

State Type of Erections

P, B & F

TONNAGE under Tonnage Deck...

8649

CLASS +100 A 1

State if with freeboard as condition of Class

No

Built at

Odense

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 475'-0"

Launched

16th May 1935

Yard No. 5-6

Breadth (greatest moulded)

B 64'-9"

Builders

A/S Odense Skibskilfabrik

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

D 35'-0"

Owners

Shibskierelskabet "Dalhorn"

1st Longitudinal Number (L x D)

= 16625

Managers

Sigvald Bergesen

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

2nd Numeral L x (B + D)

= 47381

Residence

Stavanger

REGISTERED DIMENSIONS. FEET.

Length

480.5

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

13.57

Port of Registry

Stavanger

Breadth

65.0

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

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth

35.6

Draught Moulded

27'-9 3/8"

while building

FRAMES, DOUBLE BOTTOM AND BEAMS.

	KNOWNS IN SHIP.	Any Departure from Approved Plans to be Noted.		KNOWNS IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	800	✓	Bracket Floors, Frame	✓	
" " from 3' length to Collision bulkhead	685		" " Reversed Frame	✓	
" " in peaks	610		" " Vertical Struts	✓	
Bottom FRAMING.			Centre Girder, depth and thickness amidships	1976 15-12	✓
Frame Amidships, Angle E or F	250 90 12	✓	" " top Angles	90 90 14-13	✓
" " Extends up to	upper deck		" " bottom Angles	130 130 16-14 1/2	✓
Frame Amidships, Angle E or F	280 90 13	✓	Side Girders, No. each side and thickness	2 11	✓
" " Extends up to	320 100 16	✓	Margin Plate depth (each of flange) and thickness	14	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side Bracket 1/2 len. from stem	160 160 14	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	✓		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	✓	
" " Second 'tween Decks, Angle, E or F	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Third " " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
Framing in Peaks, Angle E or F	230 90 11	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1000 1000 11 1/2-13 1/2	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 6 diam.	✓	INNER BOTTOM PLATING, aff		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	2400 13 1/2	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	2 in fore peaks: 2 side stringers with beams & 1 stringer without, spaced about 6'-0" Abaft fore peaks: 1 side stringer in hold. Deep frames 280 x 90 x 12 E to top of deep tank & 2 web frames to upper deck. 3 intercostals each side in deep tank. 2-1/2 depth girders & back bars on bottom frames in up. 102 centre tanks. Floors on every 2nd frame & back bars on bottom frames in side tanks. In'd of 3/8".	✓	Thickness of remainder in Holds	14-13 1/2	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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?	✓	
DOUBLE BOTTOM. in cargo tanks.			Uppermost Continuous Deck, amidships in Wells, Angle E or F	230 90 11	✓
Decks, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle E or F	230 90 11	✓
Height of Brackets at side above base line at toe of frame	app'd 230-90-12 1/2		Spacing	every frame	
Middle Line Keelson, on Flange Angles, Angle E or F	280 90 14 double	✓	Second Deck, amidships, Angle E or F	200 75 10 1/2	✓
" " Through Plate	1800 14 app'd 12.5	✓	Spacing	every frame	
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, E or F	✓	
" " Flat Plate Keel Angles	150 150 12.5 double	✓	Spacing	✓	
Side Keelsons, No. each side	are		Fourth Deck, amidships, Angle, E or F	✓	
" " thickness of Intercostal Plate	12.5		Spacing	✓	
" " Angles	280 90 14 1/2 top 150 150 12 1/2 bottom	✓	Poop Deck, Angle E or F	230 90 11 200 75 10 1/2	✓
DOUBLE BOTTOM. aff			Spacing	every frame	
Solid Floors, thickness and spacing	11 every frame		Bridge Deck, Angle E or F	180 75 9 1/2	✓
" " Are Frame and Reversed Frame joggled?	No		Spacing	every frame	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle E or F	200 75 11 1/2-10 1/2	✓
" " breadth and thickness at margin plate	✓		Spacing	every frame	

PILLARS AND DECKS.

	Inches in Sqr.		Any Departure from Approved Plans to be Noted.			Inches in Sqr.		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	9 1/2 - 8 1/2			
„ „ „ „ „		✓			If Sheathed, material and thickness	25			
2 ^{longitudinal} Centre Line Bulkhead. ^{3 in cargo tanks} Stiffeners and Spacing.....	250 90 12 1/2	✓			Third Deck.				
	300 90 13 1/2	✓			Stringer Plate, breadth and thickness.....	✓			
	wing frame	✓			If Plated, state thickness.....	✓			
Plating, thickness of	13 1/2 - 10	✓			Fourth Deck.				
STRINGERS AND DECKS.					Stringer Plate, breadth and thickness.....	✓			
Uppermost Continuous Deck.	1750 x 23 to				If Plated, state thickness	✓			
Stringer Plate, breadth and thickness in Wells	1040 x 11 at ends				Poop Deck.				
„ „ „ „ in way of Bridge	32 1/2				Stringer Plate, breadth and thickness	965 9 1/2			
„ „ „ „ e poop ends					Plating, Sheathing, material and thickness ..	6 1/2 with 2 1/2" O.P. 7 1/2 where unsheathed			
„ Angle in Wells	180 180 20				Bridge Deck.				
Thickness of Plating abreast Deck openings in way of Wells	23 1/2				Stringer Plate, breadth and thickness.....	2000 10			
one plate each side at bridge front					Plating, Sheathing, material and thickness ..	8 1/2			
Thickness of Plating abreast Deck openings in way of Bridge and back	33 1/2				Forecastle Deck.				
Thickness of Plating within line of openings...	15 - 13				Stringer Plate, breadth and thickness.....	915 9 1/2			
If Sheathed, material and thickness	✓				Plating, Sheathing, material and thickness ..	10 - 9			
Second Deck, aft									
Stringer Plate, breadth and thickness in Wells...	11 - 9								

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no</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.	
FLAT PLATE KEEL	1660 1660	28 28	20 20	20 20	app'd 26+2 as O.E.	double	28 28	100 100	3	28 28	100 100	double straps
„ DBLG. (if any)	✓					✓						
BOTTOM PLATING, No. of Strakes <i>4</i>	A, B, C D	19½	19½	13½	✓	double	25	100	5-4	25	115	lapped
BILGE PLATING, No. of Strakes <i>1</i>		21½	18	18	app'd 19½+2 as O.E	- - -	25	100	5-4	25	115	- - -
SIDE PLATING, No. of Strakes <i>3</i>		17½	12	12	✓	- - -	22	85	4-3	22	90	- - -
UPPER DECK, Sheer-strake in Wells.....	1500	28	12½	12½	app'd 26+2 as O.E.	- - -	25	100	3	28	115	double straps
UPPER DECK, Sheer-strake in Bridge ...	1500	28	✓	✓		- - -	25	100	3	28	115	- - -
STRAKE BELOW Sheer-strake in Wells.....	2260	17½	12	12	app'd 2100	- - -	22	85	4-3	22	90	lapped
STRAKE BELOW Sheer-strake in Bridge ...	2260	17½	-	✓	- - -	- - -	22	85	4	22	90	- - -
POOP SIDE PLATING			12½-10½			single	19	75	2	19	65	- - -
BRIDGE SIDE PLATING ...		11			✓	- - -	19	75	2	19	65	- - -
FOREC'TLE SIDE PLATING			11		✓	- - -	19	75	1	19	65	- - -

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)				✓			
,, Deck next below							
As per Rule				✓			
		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
			2	2	2		
MIDSHIP BULKHD, Upper two decks							
"	" Second in cargo tanks	13-8 1/2	250.90.12 1/2	825	1525 x 11 1/2 with 230 x 90 x 11 face bar } upper		
"	" Third "				1000 x 10 with 250 Z Fl. } lower		
"	" Holds		230.90.12 1/2 - 200.75.9 1/2				
COLLISION (in Hold)		12-6 1/2	180.75.9 1/2	600	below peak deck		
AFTER PEAK (in Hold)		12-7 1/2	180.75.10 1/2 - 150.75.7 1/2	600	above peak deck		

KEEL, Bar	✓		
STEM	Fagun	260 x 70	2
STERN FRAME	Propeller Post	✓	
	Rudder ..	Casting W shaped	
RUDDER—A x D	168.984	x 5.151	✓
Speed of Vessel	12 knots		✓
RUDDER mainpiece at head ...	360	2	✓
" " heel ...	272	2	
" how constructed	built		
" double or single plate coupling, vertical or horizontal	single		

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STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth*
 Plates: - *Mannesmannröhren-Werke, Bg. - Hückingen and Vereinigte Stahlwerke, Dortmund*
 Profiles: - *Gutehoffnungshütte, Oberhausen*
 Has the Steel been tested as required by the Rules? *yes.*

EQUIPMENT No 48762										LETTER d+		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.
2695	1st Bower ...	Cwts.	qrs.	lbs.	✓	—		Tons.	cwts.	qrs.	lbs.	Cwts.	- Gusar	Ollo Gusar & Co.	Mayday Buchen 3/35 1/2 Stoll
2696	2nd „ ...	82	0	17	✓	—		60	0	0	0	81.1.0	—	—	—
2697	3rd „ ...	81	3	17	✓	—		59	10	0	0	81.1.0	—	—	—
	Collective weight.	69	1	17	✓	—		53	10	0	0	69.2.0	—	—	—
		233	1	23	✓	—						932.0.0			
2698	Stream	23	0	26	6	1	1	23	6	1	0	23.2.0	Stock anchor	—	—

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.		Remarks.
	Fathoms.	Ins.	Tons.	Ins.	Tons.	qrs.	lbs.	Per Rule.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
1039	301	2 1/2	112 1/2	157 1/2	1035	1	19	940.0.0	300	2 1/2	Shedlin Muns. Vellen. w. Schlieper	Direldaf 24/34 Jul. A. West	TOWLINE...	130	5 1/2	91.9	130	5 1/2	
													HAWSERS & WARPS	2x100	2 3/4	15.2	2x100	2 3/4	
														2x100	2 3/4	15.2	2x100	8"	Hump
Iron Stream Chain or Steel Wire	120	4 3/4	64.8						120	4 3/4	Galvanized steel wire	19 1/2/35							

Steering Gear, Steam *The B. Thorge (electric)* Steering Gear, Hand *The B. Thorge*
 Boats 2 @ 22'-0" x 7'-3" x 2'-9" Steering Chains, Size and Test *Telegraph* Windlass *Clarke Chapman & Co Ltd.*
 1 @ 18'-0" x 5'-10" x 2'-4" Ceiling in Holds, thickness and material *2 1/2" W.P. with 2" battens* Cargo Battens, thickness, material and spacing *6" x 2" spacing 9"*
 Cargo Hatchways. — (Upper Deck) *1500 x 1200 x 810 2 high with 10 2 coaming* Thickness of Hatches *3.425 x 3.660 x 830 x 11 2 coaming*
 Size of No. 1 Hatchway (Forward) *No. 2 No. 3 No. 4 No. 5 No. 6*
 Number of Shifting Beams and/or Fore and Afters *✓*

ODENSE STAALSKIBSVÆRFT
VED A. P. MØLLER

Builder's Signature

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

Is not fitted for carrying oil fuel in double bottom, deep tanks, cross tanks, or in double bottom tanks. F.P. of oils above 150° F. Requirements of the Rules Sec. 20 complied with.

The vessel has been built in accordance with the approved plans, The Secretary's letters, the Society's Rules and to my satisfaction.

The material & workmanship employed during construction of the vessel are of good quality. All the peak tanks, deep tanks, cross tanks, double bottom tanks, cargo tanks, cofferdams and double bottom tanks, weather decks, gullways, W.P. bulkheads, scuppers and air- and sounding pipes have been water tested according to Rules.

Wudders and steering arrangements tried and found satisfactory.

The plating has been marked on the vessels sides, cut in and verified.

The amount of Entry Fee *V. 1* : 246.40 Fees applied for, *20/8 1935*
 Fuel and Fuel *V. 2* : 448.00
 Special Survey Fee *V. 3* : 14.551.32 Received by me, *26.8 1935*
 Lab. fee's *V. 4* : 105.00
 Travelling Expenses, if any *V. 5* : 1.336.50

I am of opinion the Vessel should be Classed *+100 A 1*
Carrying petroleum in bulk

State whether the Vessel has been built under Special Survey *yes*

Signature

S. Sanderson

Certificate to be sent to *Surveyors office, Gps* Date of issue *28/8/35*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 23 AUG 1935

Character assigned

*+100A1 Carry? Petroleum in Bulk
 Lloyd's A & C.P. + LMC 8.35 Oil Engines
 C.L. 2DB-160 lbs.*

Wise

MM



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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.)

Approved plans:—

Midships section

Profile & deck plans.

These plans were forwarded with our report no. 9624 on the note vessel M.S. "President de la République" for use with the 1st entry report and are kept in the London Office, and it is requested for reference purposes, that the London Office copies of the above mentioned plans be forwarded to this office. Also the rest of the approved plans have been retained in this office for reference purposes.

Certificates (forwarded herewith)

Rudder (2 off for yard nos. 55-56)

Stemframe etc. (2 off for yard nos. 55-56)

Stem (2 off for yard nos. 55-56)

Copy of interim certificate.

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

1st Bower	53.1.20 NS	810	10.8.34	23.1.27 VS	815	10.8.34
2nd "	53.1.5 NS	811	—	—	NS 816	—
3rd "	43.3.26 NS	865	28.9.34	21.1.21 VS	850	4.9.34

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 299.80¹/₂ R.Q.D. ✓ ft., Bridge 1120¹/₂ Forecastle 126.35 (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

Official No. ✓ : Signal Letters L I Z L

Is bottom of Vessel coated with cement NO if not given

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Oil Capacity TONS	*Length. ft.	Water Capacity. Tons.	Where Fitted.	Oil Capacity TONS	*Length. ft.	Water Capacity. Tons.
Double bottom, aft, (fuel water) p. 12-23	—	8.800 ¹ / ₂	57	Fore peak tank, p. 177-180	—	6.7300	175
Double bottom, under Engines and Boilers,	—	—	—	After peak tank, p. 1-11	—	6.100	176
Double bottom, if under Engines only, p. 29-39	126	8.000 ¹ / ₂	144	Deep tank, aft, (construction) p. 39-44	544	4000	622
Double bottom, if under Boilers only, p. 24-28	26	3.200 ¹ / ₂	—	Deep tank, forward, p. 162-177	398	10275 ³ / ₄	456
Double bottom, forward,	—	—	—	Other tanks, if fitted (boiler oil tank) p. 39-44	98	4000	—
Total capacity of double bottom				(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. 66

Date 7th June 1934.

Dates of Surveys held while building

12/12 1934.

4/1 8/1 14/1 18/1 23/1 1/2 6/2 12/2 20/2 1/3 7/3 14/3 21/3 27/3 1/4 4/4 5/4 9/4 12/4 16/4 17/4
24/4 27/4 2/5 7/5 16/5 28/5 11/6 27/6 2/7 16/7 19/7 23/7 26/7 29/7 30/7 31/7 2/8 193

Total No. of Visits 40