

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London Office

10 JAN 1927

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *herewith*Date of completion of report *28 December 1926*Port of *Copenhagen*No. *7390.*Survey held at *Odense*Date First Survey *21 April 1926*Last Survey *16 December 1926*On the *(Steel Motorship fitted with Triple Screw)**Steel Twin Screw motorship "KNUTE NELSON" machinery amidships.*State Type *(Complete Superstructure without Tonnage Openings)**Complete Superstructure (no Tonnage-)*State Type of Erections *Boop & Forecastle*

TONNAGE under Tonnage Deck

*5223.98*CLASS **100A1*State if with freeboard as condition of Class *yes*Built at *Odense*

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

1729.33

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

*L 435'-0"*Launched *6 October 1926* Yard No. *24*

Total

6953.31

Breadth (greatest moulded)

*B 56'-0"*Builders *Odense Skibsskroeft*

Gross Tonnage

7468.20

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'-0"*Owners *A.P. Møller, A/B BORGÅ*

Register Tonnage

4724.44

1st Longitudinal Number (L × D)

*= 16965*Managers *Petter Olsen*

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

2nd Numeral L × (B + D)

*= 41325*Residence *Oslo*

REGISTERED DIMENSIONS.

FEET.

Length

435.9

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

17.67

Breadth

56.2

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

11.15

Depth

36.0

Draught Moulded

*28'-0"*Port of Registry *Oslo*If surveyed while building, afloat, ~~in dry dock~~*yes.*

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	<i>32½</i>		Bracket Floors, Frame	<i>8 3½ .46</i>	
" " from ½ length to Collision bulkhead	<i>27</i>		" " Reversed Frame	<i>8 3 .38</i>	
" " in peaks	<i>24</i>		" " Vertical Struts	<i>8 3 .38</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>46 x .60</i>	
Frame Amidships, Angle, E or C	<i>11 3½ .66</i>		" " top Angles	<i>2½ 3½ .56</i>	
" " Extends up to	<i>3rd Deck</i>	<i>(as plan)</i>	" " bottom Angles	<i>5 5 .64</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>2 x .44</i>	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>43½ .56</i>	
Depth of Framing Girder	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft ½ len. from stem	<i>5 5 .60</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	<i>9 3½ .42</i>		" " Vertical Angle to Tank side Bracket forward ½ len. from stem	<i>3½ 3½ .44</i>	
" " Second 'tween Decks, Angle, E or C	<i>✓</i>		" " Gussets, spacing and scantling abaft ½ len. from stem	<i>every frame</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling forward ½ len. from stem	<i>6'-10" x .44</i>	
Framing in Peaks, Angle, E or C	<i>9 3½ .46</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>55 .54</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8" 6 diam</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>yes</i>		Breadth and thickness of Middle Line Strake	<i>55 .54</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>4 web frames, 36 x .52</i>		Thickness of remainder in Holds	<i>46</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>flanged on inner edge, 3 side stringers, 36 x .44</i>		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?	<i>yes</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>Intermediate intercostals 1/4 x 1/2 height.</i>		Uppermost Continuous Deck, amidships	<i>7½ 3½ .42</i>	
Height of Brackets at side above base line at toe of frame			" " in Wells, Angle, E or C	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, C or E			" " in way of Bridge, Angle, C or E	<i>32½</i>	
" " Through Plate or Intercostal Plate			Spacing	<i>8 3 .38</i>	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, E or C	<i>32½</i>	
" " Flat Plate Keel Angles			Spacing	<i>8 3 .44</i>	
Side Keelsons, No. each side			Third Deck, amidships, Angle, E or C	<i>32½</i>	
" " thickness of Intercostal Plate			(not fitted in No 5 hold).	<i>32½</i>	
" " Angles			Spacing	<i>✓</i>	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, C or E	<i>6½ 3 .36</i>	
Solid Floors, thickness and spacing	<i>at every 3rd, .44</i>		Spacing	<i>32½</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Bridge Deck, Angle, C or E	<i>24</i>	
Bracket Floors, breadth and thickness at middle line	<i>2'-11" x .44</i>		Spacing	<i>✓</i>	
" " breadth and thickness at top of margin plate	<i>2'-11" x .44</i>		Forecastle Deck, Angle, E or C	<i>7 3½ .40</i>	
			Spacing	<i>27 24</i>	

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	2		Stringer Plate, breadth and thickness in way of Bridge	✓	
<i>Follow track of main, max. spacing 9 ft. 3 in. 4 ft. 3 in. 5 ft. 3 in.</i>	$6\frac{3}{4} \times .36$		Thickness of Plating abreast Deck openings in way of Wells .....		.38
in 'tween Decks, Size and Spacing.....	$6 \times .36$		Thickness of Plating abreast Deck openings in way of Bridge	✓	
" " " "	$\frac{1}{2} \times .45$		Thickness of Plating within line of openings...		.34
" " " "	$\frac{1}{11} \times .52$		If Sheathed, material and thickness	✓	
in Holds " "	$\frac{1}{16} \times .62$		Third Deck.		
" " " "	$\frac{1}{16} \times .60$		Stringer Plate, breadth and thickness.....	49 x	.38
Centre Line Bulkhead.	✓		<i>the deck not fitted in 55 hole.</i>		.34
Stiffeners and Spacing.....	$\frac{1}{8} \times 3\frac{1}{2} \times .44$		If Plated, state thickness.....		
	$\frac{1}{7\frac{1}{2}} \times 3\frac{1}{2} \times .50$		Fourth Deck.		
Plating, thickness of .....	.30		Stringer Plate, breadth and thickness.....	✓	
STRINGERS AND DECKS.			If Plated, state thickness	✓	
Uppermost Continuous Deck.			Poop Deck.		
Stringer Plate, breadth and thickness in Wells	$6\frac{1}{2} \times .68$		Stringer Plate, breadth and thickness	37 x	.36
" " " " in way of Bridge			Plating, Sheathing, material and thickness ...	2 1/2" pine,	.30
" Angle in Wells	$6 \times 6 \times .68$		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Wells .....	.50		Stringer Plate, breadth and thickness.....	✓	
Thickness of Plating abreast Deck openings in way of Bridge	✓		Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating within line of openings...	.42		Forecastle Deck.		
If Sheathed, material and thickness	✓		Stringer Plate, breadth and thickness.....	35 x	.36
Second Deck.			Plating, Sheathing, material and thickness ...		.36
Stringer Plate, breadth and thickness in Wells...	49 x .42				

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	54	.87	.77	.77		Double	1"	4"	4ple	1"	4"	overlapped
" DBLG. (if any)	✓					✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes ...5.....	64½	.72	.68	.50	8) inces over 4% midship length	Double	7/8"	3½"	4ple ½L	7/8"	3½"	overlapped
BILGE PLATING, No. of Strakes .....1.....	60	.72	.68	.50	to requirements of Norwegian	"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes .....6.....	64½	.67	.48	.50	Veritas.	"	"	"	3ple 1/4L	"	"	"
UPPER DECK, Sheer- strake in Wells.....	51	.75	.48	.52		Single to Endwork	3/4"	3"	4ple ½L	1"	4"	"
UPPER DECK, Sheer- strake in Bridge ...	✓					✓	✓	✓	✓	✓	✓	✓
STRAKE BELOW Sheer- strake in Wells.....	51	.70	.48	.52		Double	1"	4"	4ple ½L	1"	4"	overlapped
STRAKE BELOW Sheer- strake in Bridge ...	✓					✓	✓	✓	✓	✓	✓	✓
POOP SIDE PLATING .....		.40				Single	3/4	✓	2½	3/4	25/8	overlapped
BRIDGE SIDE PLATING ...	✓					✓	✓	✓	✓	✓	✓	✓
FORE'C'TLE SIDE PLATING		.42				Single	3/4	3"	2½	3/4	25/8	overlapped

WATERTIGHT BULKHEADS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD	Upper tween decks					
no: 106:	{ Second " } { Third " } { Holds }					
"						
"						
"	"					
"	"					
"	"					
COLLISION	"					
AFTER PEAK	"					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	Forging	10 1/2 x 2 3/4		
STERN FRAME	Boss-casting Propeller Post Rudder "	1 1/2 x 1 1/2 Cast- 4 x 2 annealed 10 1/2 x 3 1/2	W. A. Wenzel Bergson & E. A. H. H. H. Newark, N. J.	
RUDDER—A x D	158 x 3.8			
Speed of Vessel	13 knots			
RUDDER mainpiece at head	1 1/2	11 1/2		
" " heel	8 1/2	8 1/2		
" " how constructed	Reynolds skunk and keyed on.			
" double or single plate	Single	1 1/2"		
" coupling, vertical or horizontal	vertical scarf.			

STEEL.

Manufacturer's Name or ~~Trade Mark~~ of the Steel used in the construction of the Vessel (state process of manufacture) *Harrison-Martin*

Guteformungshütte; Densocher & Sohn Dattingen, Ruhr. Phenix abteilung: Koerses Verein
Bismarck-Gebäude, Dattingen, Ruhr. L. G. d'Assree-Maritane, Div. des Acieres.

Has the Steel been tested as required by the Rules?

400

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Lloyd's F
Foundat

EQUIPMENT No. 42217										LETTER	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.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.			
753	1st Bower ...	74	2	12	✓			56	5	0	0	"Gruison"	72½	} Otis Gruison, Negotiable - Buckley	} Steelworks (sign) X. Hains
752	2nd " ...	74	1	18	✓			56	0	0	0	"Cast Steel"	72½		
754	3rd " ...	65	2	6	✓			51	7	2	0	"Hans & Shanks"	62		
	Collective weight.	214	2	8									207✓		
441	Stream	22	2	6	6	0	13	22	16	3	14	Common, 2	20½		- "8.24

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.	Stain- ing.	Break- ing.	Supplied.	Per Rule.	Owts.	qrs.	lbs.	Length.					Diam.	Length.		Cir.	Length.	Cir.
1229	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.	{ N. V. Ned. Ketting & Ankerfabrik	{ Rotterdam 1/2 X. Kijst 26. - 12/2 Amsterdam 26. T. W. Bennett 26.	{ TOWLINE... HAWSERS & WARPS }	Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
1233	120	2 3/8	10/10	142-2	339	1-16	{ 84 1/2 }	300	2 3/8	stud.				130 f.	6 1/4	102.5	130	5 1/2	
1245	148	"	"	"	436	2-9		84 1/2	300	2 3/8				live	120 m.	7 1/2	2x100	2 3/4	
{ Iron Chain for Steel Wire }	30	"	"	"	85	0-16	{ 861-0-13 }								220 m.	2 1/2	2x100	2 3/4	
	25	suppl.	- piece													220 m.	3 1/2	2x100	2 3/4
	1304	6 1/2	10/10	102.5					120	5 1/4					220 m.	3 1/2	2x100	2 3/4	

Steering Gear, Steam *Electrically driven Quadrant Steering gear, Deutsche Werke, Kiel; 40 in 30 sec.* Steering Gear, Hand *do.*

Boats *4 wood life boats, 23'0 x 7'6 x 2'11* Steering Chains, Size and Test *✓* Windlass *Electrically driven, 25 feet per minute, 900 Revolutions, 58 H.P.*

Ceiling in Holds, thickness and material *2 1/2" pine on 2" battens* Cargo Battens, thickness, material and spacing *2" pine, spaced 9"*

Cargo Hatchways. (Upper Deck) *3'0 high x 4'4 long. Siffin 8x3x4 all round.* Thickness of Hatches *2 1/2" pine.*

Size of No. 1 Hatchway (Forward) *29'3 x 18'0* No. 2 *37'1 x 18'0* No. 3 *35'2 x 18'0* No. 4 *35'2 x 18'0* No. 5 *35'2 x 18'0* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *Nos. 1: 5 off; Nos. 2-3-4-5 hatchways: 7 off.*

ODENSE STAALSKIBSVÆRFT
VED A. P. MØLLER
Tilmanus-Petersen

GENERAL DECLARATION:

- This vessel has been built in accordance with the approved plans, and the rules of the Society, for the building of steel-ships.
- The workmanship is to my satisfaction.
- The freeboard has been verified, and the marks have been cut in on the vessels sides.
- The double bottom-tanks, the forepeak-tank, the afterpeak-tank, the 3 tunnel-tanks, the bulkheads, tunnels, weather-decks have been tested and found tight.

The amount of Entry Fee £ 182.00	Fees applied for, 21. 12 1926.	I am of opinion the Vessel should be Classed <i>Lloyd's A & CP</i> <i>Upper 'tween deck bulkheads (except collision, afterpeak, and intermediate 'tween deck bulk-head forward) dispensed with; 3 B.H. to Upper deck, 4 B.H. to Second deck.</i> <i>Signature J. C. J. Rosen</i> Surveyor to Lloyd's Register of Shipping.
Special Survey Fee... 7037.94	Received by me, 29. 12 1926.	
Freeboard 200.20		
Travelling Expenses, if any £ 355.21		
State whether the Vessel has been built under Special Survey <i>yes.</i>		
<i>Hull & Machinery Surveyors</i> Certificate to be sent to <i>Office, Copenhagen</i> Date of issue <i>14/1/27</i>		

Committee's Minute *FRI. 14 JAN 1927*
Character assigned *100 A1. With Freeboard*

Lloyd's A & C.P. *+ L.M.C. 12: 26*
Oil Engines

