

STEEL STEAMER or MOTORSHIP.

Received at London Office... -4 APR 1932

State if Report has been sent on the Freeboard of the Vessel yesState if Report is sent on the Machinery of the Vessel yesDate of completion of report 31 March 1932 Port of Copenhagen No. 8743
Survey held at Odense Date First Survey 24 December 1930 Last Survey 19 March 1932On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) single screw motor vessel "PETER MÆRSK"State Type (Full Scantling, Complete Superstructure with or without Tonnage Opening) Complete superstructure with tonnage opening aft State Type of Erections forecastleTONNAGE under Tonnage Deck... 4623.85 t CLASS 100 A1 State if with freeboard as condition of Class yes Built at Odense, Denmark

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

Total 4623.85 tGross Tonnage 5339.40 tRegister Tonnage 3340.73 t

REGISTERED DIMENSIONS.

Length 441.4
Breadth 57.0
Depth 25.8Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 440'-0"Breadth (greatest moulded) B 56'-10"Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 36'-11"1st Longitudinal Number (L x D) = 16244.802nd Numeral L x (B + D) = 41250.00Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.95Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.43
Do. Long Bridge to top of keel ✓Draught Moulded 25'-6 1/16"Launched 21-10-1931 Yard No. 45Builders 9/5 Odense Staalhøjsværft
J. A. P. MöllerOwners 9/5 "Svendborg" & "9/5 af 1912" 9/5Manager A. P. Möller Esq.
(Where necessary to be entered in Rtg. Book.)Residence CopenhagenPort of Registry Copenhagen

If surveyed while building, afloat, or in dry dock

while building

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	735		Bracket Floors, Frame	200 90 105	
" " from 3/4 length to Collision bulkhead	685		" " Reversed Frame	180 75 105	
" " in peaks	610		" " Vertical Struts	180 75 105	
IDE FRAMING.			Centre Girder, depth and thickness amidships	1210 14	
Frame Amidships, Angle <u>E</u> or <u>C</u>	300 90 15.5	<u>see letter 11/4/32</u>	" " top Angles	90 90 14	
" " Extends up to	2nd deck		" " bottom Angles	130 130 16	
Reversed Frame Amidships, Angle <u>E</u> or <u>C</u>	130 90 10	<u>app. without reverse frame</u>	Side Girders, No. each side and thickness	2 10	
" " in p. Nos. 24, 29, 34, 106, 111, 116, 123, 135 & 141	2nd deck		Margin Plate depth (excl. of flange) and thickness	1090 16.25	<u>app. 13.75</u>
" " Extends up to	2nd deck		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	150 150 13	<u>app. 11.5</u>
Depth of Framing Girder	B.A. framing		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	150 150 13	<u>app. 11.5</u>
Frames in Uppermost Continuous 'tween Decks, Angle <u>E</u> or <u>C</u>	180 90 8.5	<u>where 2 decks</u>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	continuous plates 10.5	
" " Second 'tween Decks, Angle <u>E</u> or <u>C</u>	200 90 10	<u>where 3 decks</u>	" " Gussets, spacing and scantling forward 1/2 len. from stem	continuous plates 10.5	
" " Third " " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	1905 12 where spaced 735 11.5	<u>where spaced 735 6.85</u>
Framing in Peaks, Angle <u>E</u> or <u>C</u>	200 90 10		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 145		Breadth and thickness of Middle Line Strake	1780 10.5 at ends 11 for 1/2 amidships 10.5 at ends	
State if Frame Joggled	yes		Thickness of remainder in Holds	11 for 1/2 amidships 10.5 at ends	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	3 sh's spaced 1830"2, painted beams & interm. frame 200.90.105 filled in d. coll. bld. deep frame 300.90.135 & 2 sh's spaced 1830"2 from p. 158-coll. bld. Interm. frame 200.90.105 from p. 169-coll. bld.		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 FORWARD. State Particulars	shell plating increased in way of flat bottom & double bottom frames from 3/5" coll. bld. 1 extra intercostal each side & double lugs on intercostals to shell in no. 1 tank.		BEAMS.		
ANGLE BOTTOM.			Uppermost Continuous Deck, amidships	200 90 105	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, <u>E</u> or <u>C</u>	✓	
Height of Brackets at side above base line at toe of frame			Spacing	every frame	
Middle Line Keelson, on Floors, Angles, <u>E</u> or <u>C</u>			Second Deck, amidships, Angle <u>E</u> or <u>C</u>	200 90 12.5	<u>app. 200.75.12.5</u>
" " Through Plate or Intercostal Plate			Spacing	every frame	
" " Foundation Plate on Floors			Third Deck, amidships, Angle <u>E</u> or <u>C</u>	200 90 13.5	<u>app. 200.75.13.5</u>
" " Flat Plate Keel Angles			Spacing	every frame	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, <u>E</u> or <u>C</u>	✓	
" " thickness of Intercostal Plate			Spacing	✓	
" " Angles			Poop Deck, Angle, <u>E</u> or <u>C</u>	✓	
DOUBLE BOTTOM.			Spacing	✓	
Solid Floors, thickness and spacing	10.5 every 3rd frame & every ft. under motor aft from p. 100 to stem		Bridge Deck, Angle, <u>E</u> or <u>C</u>	✓	
" " Are Frame and Reversed Frame joggled?	yes		Spacing	✓	
Bracket Floors, breadth and thickness at middle line	850 10.5		Forecastle Deck, Angle, <u>E</u> or <u>C</u>	200 75 9.5	<u>app. 200.75.9.5</u>
" " breadth and thickness at margin plate	850 10.5		Spacing	every frame	

PILLARS AND DECKS.

	Any Departure from Approved Plans to be Noted.	Any Departure from Approved Plans to be Noted.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	3 2 2 ✓		
" in 'tween Decks, Size and Spacing.....	Sides { 150.90.90.10 to 200.100.100.12.5 } widely spaced		
" " " " " Centre { 150.75.75.9 to 180.90.90.10 }	-- --		
" in Holds " " Sides { 380.14.5 circular to 660.19.5 }	-- --		
" " " " " Centre { 150.75.75.9 to 305.90.90.13 330.17.5 }	-- --		
Centre Line Bulkhead.			
Stiffeners and Spacing.....	very to every 2nd { 230.90.11.5 to 180.75.9.5 }		
Plating, thickness of	7.5 - 9		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wall.....	{ 1560 x 18.25 to 1015 x 11.5 } app'd 16.75 Z		
" " " " " in way of Bridge	✓		
" Angle in Walls	{ 150.150 x 18 to 90 x 90 x 11 } app'd 16 Z		
Thickness of Plating abreast Deck openings) in way of Wells.....	14.5 to 9 ✓ app'd 13.5 - 9		
Thickness of Plating abreast Deck openings) in way of Bridge	✓		
Thickness of Plating within line of openings...	10.5 to 9 ✓		
If Sheathed, material and thickness	no sheathing		
Second Deck.			
Stringer Plate, breadth and thickness in Wells.....	1810 x 11 to 970 x 9 app'd 1800 x 10.5		
Stringer Plate, breadth and thickness in way of Bridge	10.5 to 8 ✓		
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...	8.5 to 8 ✓		
If Sheathed, material and thickness	no sheathing		
Third Deck.			
Stringer Plate, breadth and thickness.....	1600 8.5 ✓		
If Plated, state thickness.....	7.5 ✓		
Fourth Deck.			
Stringer Plate, breadth and thickness.....	✓		
If Plated, state thickness	✓		
Poop Deck.			
Stringer Plate, breadth and thickness	✓		
Plating, Sheathing, material and thickness ...	✓		
Bridge Deck.			
Stringer Plate, breadth and thickness.....	✓		
Plating, Sheathing, material and thickness ...	✓		
Forecastle Deck.			
Stringer Plate, breadth and thickness.....	890 x 9 ✓		
Plating, Sheathing, material and thickness ...	9 no sheathing ✓		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>M</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	<i>1780</i>	<i>20.5</i>	<i>18</i>	<i>18</i>	<i>app'd 15.25 amidships and from 1/2 fwd to 3/4 L and 15.75 from 3/4 L to aft. lhd.</i>	<i>double</i>	<i>25</i> <i>22</i>	<i>100</i> <i>90</i>	<i>4 c 3</i>	<i>25</i> <i>22</i>	<i>100</i> <i>80</i>	<i>lapped</i>	
<i>DRG (if any)</i>	<i>1800</i>	<i>16.25</i>	<i>18.25</i>	<i>12.75</i>		<i>✓</i>							
<i>B</i>	<i>1925</i>	<i>15.25 3/4 L</i>	<i>18.25-15.25</i>	<i>--</i>									
BOTTOM PLATING, No. of of Strakes <i>4</i>	<i>1800</i>	<i>15.25 3/4 L</i>	<i>18.25-15.25</i>	<i>--</i>	<i>app'd 15.25 amidships and 12.75 at ends</i>	<i>double</i>	<i>22</i>	<i>90</i>	<i>4 c 3</i>	<i>22</i>	<i>80</i>	<i>lapped</i>	
BILGE PLATING, No. of Strakes <i>1</i>	<i>1857</i>	<i>15.25</i>	<i>15.25</i>	<i>12.75</i>		<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>	<i>--</i>
SIDE PLATING, No. of Strakes <i>5</i>	<i>1710-1750</i>	<i>15.25</i>	<i>15.25</i>	<i>12.25</i>		<i>app'd 12.25 at ends</i>	<i>--</i>	<i>22</i> <i>19</i>	<i>90</i> <i>75</i>	<i>3</i>	<i>22</i> <i>19</i>	<i>80</i> <i>65</i>	<i>--</i>
UPPER DECK, Sheer- strake in Wells	<i>1370</i>	<i>18</i>	<i>12.25</i>	<i>12.25</i>		<i>--</i>	<i>--</i>	<i>--</i>	<i>4 c 3</i>	<i>22</i>	<i>80</i>	<i>--</i>	
UPPER DECK, Sheer- strake in Bridge ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>							
STRAKE BELOW Sheer- strake in Wells	<i>1675</i>	<i>16.5</i>	<i>12.25</i>	<i>12.25</i>		<i>double</i>	<i>22</i> <i>19</i>	<i>90</i> <i>75</i>	<i>4 c 3</i>	<i>22</i>	<i>80</i>	<i>--</i>	
STRAKE BELOW Sheer- strake in Bridge ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>							
POOP SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>							
BRIDGE SIDE PLATING ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>							
FOREC'TLE SIDE PLATING			<i>10.5</i>			<i>single</i>	<i>19</i>	<i>75</i>	<i>single</i>	<i>19</i>	<i>65</i>	<i>lapped</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	1
„ Deck next below	6
As per Rule	7

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	{ plates fastening forging	16 1/2 shaped		
STERN FRAME { Propeller Post	Casting	255 x 70 1/2 shaped		
{ Rudder ..	— 1 —	280 x 200	✓	
RUDDER—A x D	✓			
Speed of Vessel		15 knots		
RUDDER mainpiece at head ...		36 1/2 1/2	✓	
" " heel ...		25 1/4 1/2	✓	
" " how constructed				
" " double or single plate				
" " coupling, vertical or horizontal				
		Patent reaction balance rudder		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		✓				
"	" Second "	✓				
"	" Third "	✓				
"	" Holds	6.5 -	150.75.82			
		10.5 ✓	250.90.115	730	✓	
		6.5 ✓	180.75.105 ✓			
COLLISION	" (in Hold)	13.5 ✓	180.75.115 ✓	610	2nd deck 3 stringers	6'-0"
		7.5 ✓	150.75.92 ✓			
AFTER PEAK	" "	12.5 ✓	150.75.95 ✓	610	Tunnel deck.	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) open hearth
Plates & profiles:- Wilkowitzky Bergbau- und Eisenhütten-Gesellschaft
Has the Steel been tested as required by the Rules? yes

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.		
1693	1st Bower ...	74	0	16	✓	—	—	56	0	0	0	72-2-0 ✓	Union	Messrs. Dalmann & Dalmann	17/9/31	M. Berg.
1703	2nd „ ...	72	2	5	✓	—	—	55	5	0	0	72-2-0 ✓	—	—	9/11/31	—
1695	3rd „ ...	63	1	7	✓	—	—	50	5	0	0	62-0-0 ✓	—	—	17/9/31	—
	Collective weight.	210	0	0	✓	—	—	—	—	—	—	207-0-0	—	—	—	—
1696	Stream	21	1	8	✓	5	3	9	21	18	0	14	20-2-0 ✓	stock	—	17/9/31 —

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.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
872	Fathoms. 301 1/3	Ins. 2 3/8	Tons. 101 1/2	Pwts. 42 1/10	qrs. lbs. 910 - 3 - 10	Cwts. 844 1/4	Fathoms. 360	Ins. 2 3/8	Memo. shank link	Carl Schlieper.	Gruene 12 3/8 / 31 Jul. Quert	TOWLINE...	Fathoms. 130	Ins. 5	Tons. 73	Fathoms. 130	Ins. 5
												HAWSEERS & WARPS 14	2 x 100	2 3/4	15 1/2	2 x WRO	2 3/4
												"	See letter			114	32
Iron Stream } Chain or Steel Wire }	120	4 1/2	✓	59	✓	✓	120	5	special flexible steel wire 6 x 24			"					

Steering Gear, Steam *Electric* Th. B. Thruze.
2 boat $24-6 \times 7-7\frac{1}{2} \times 3-1$
Boats $2 - 24-0 \times 7-6 \times 3-1$
1 dandy $18-0 \times 5-10 \times 2-4$
Steering Chains, Size and Test *Electric* Th. B. Thruze. Windlass *Electric* Th. B. Thruze.
Ceiling in Holds, thickness and material 65^m pine on 50 Z battens. Cargo Battens, thickness, material and spacing 150×50 Z pine spaced 380 Z e. to e.
Cargo Hatchways.—(Upper Deck) 1067^m coamings $11.5-13.5^m$ Thickness of Hatches 75^m
Size of No. 1 Hatchway (Forward) 10275×6096^m No. 2 5435×6096^m No. 3 11025×6096^m No. 4 12495×6096^m No. 5 11025×6096^m No. 6 ✓
Number of Shifting Beams ~~and/or Fore and Afters~~ No. 1-6 No. 2-10 No. 3-7 No. 4-8 No. 5-

VED A. P. MÖLLER

Builder's Signature

M. J. West

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.

Vessel fitted for carrying oil fuel in double bottom tanks (except in no. 8 tank), fore peak tank & tunnel side tanks. Also deep tanks fitted for carrying vegetable oils as cargo.

F.P. of oils above 150° F, also requirements of sec. 20 of the Rules complied with

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

The material and workmanship employed during the construction of the vessel are of good quality. All the double bottom tanks, deep tanks, tunnel side tanks, peaks, weather decks, gutters, W.T. bulkheads, shaft tunnel & recesses, scuppers and air- and sounding pipes water tested according to Rules.

✓ Hand pumps, W.T. doors, windlass and steering arrangements tried and found satisfactory.

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

Also the vessel has been built as a complete superstructure vessel with tonnage opening aft in accordance with plans approved on the 23rd Dec. 1930.

The amount of Entry Fee	Ks.	: 163.50	Fees applied for, 2. 4. 1932
Special Survey Fee.	Ks. 2	: 6.069.52	
Freeboard Fee	Ks.	390.00	Received by me, 12/4/32
Travelling Expenses, if any	Ks. 3	: 1.706.64	
Late fee's	Ks.	60.00	

I am of opinion the Vessel should be Classed ~~20~~ 100 F 1
filled for carrying ^{oil} 3.32 F.P. above 150° F in deep tanks with fuelboard

State whether the Vessel has been built under Special Survey.....Yes

Signature

S. Sanders

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Copenhagen Date of issue 14/4/32

FRI. 18 APR 1932

Committee's Minutes

Character assigned *+100A1 with fld*

Fitted for carrying oil, F.P. above
150° F. in Deep Tank

Claydon A. & C.

+ L. Inc. 3.32 C. L.

Oil Eng. DB. 100 lb.

Write Con

Elb. du 8/4/32

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.)

The approved plans are being retained for use during building of sister vessel No. 46

Certificates:-

- 1 - stem lower part
- 1 - stem frame
- 2 - rudder-arms, -shaft & -spindle.
- 1 copy of interim certificate.

It will be noted from the scantlings that increased thicknesses over Rule requirements have been fitted in the following principal parts viz:- shellplating, deck & stringer plating on upper deck and margin plates with angles, also solid floors fitted on every frame from fr. 100 to 354 instead of on every 3rd frame as first approved.

Also it will be noted that reserve frames have been fitted as required in case the vessel may be converted into a C.S.V. without tonnage openings so as to get the full advantage of deeper loading.

	Head						Shank
Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	48.3.17	MB	4279	7.9.31	25.0.27	MB 1254 7.9.31
	2nd "	46.2.13	KH	10292	29.10.31	25.3.20	KH 1269 29.10.31
	3rd "	42.0.23	MB	4281	7.9.31	21.0.12	MB 1256 7.9.31

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 41.5 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) 2 dk^s (stl), 3rd dk (stl) in Nos. 1 & 4 Holds

Official No. ☒ : Signal Letters NJVS Is bottom of Vessel coated with cement ☒ if not give particulars of composition oil in double bottom & peaks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Oil Capacity Tons & 38 cwt.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Oil Capacity Tons & 38 cwt.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft. No. 8 tank	15.30	11.025	53.3 F.W.	Fore peak tank,	177.5	113.7	123.5 S.W.
Double bottom, aft. No. 6 & 7 tanks	31.69	27.930	386.2 S.W.	After peak tank,	1.11	6.100	98.6 S.W.
Double bottom, if under Engines only.	69.85	11.760	253.7 S.W.	Deep tank, aft,			
Double bottom, if under Engines only.	38.3	13.230	41.6	Deep tank, forward, (pes)	86.100	1135.5	1029.5
Double bottom, forward,	85.47	66.170	862.5 S.W.	Other tanks, if fitted, Sides of tunnel	40.69	1641.1	19.865
Total capacity of double bottom				(If necessary, furnish further information by sketch.)			
1597.3				21.315			

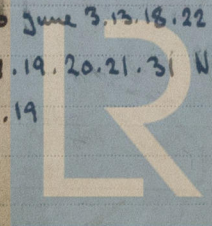
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 47

Date 27 Dec. 1930

Dates of Surveys held while building

1930:- Dec. 29. 30. 31 1931:- Jan. 11. 17 April 23 May 8. 30 June 3. 13. 18. 22. 30 July 7. 15. 22 Aug. 5. 7. 12. 19. 26
Sept. 2. 7. 11. 15. 21. 24. 28. 29 Oct. 1. 8. 9. 14. 15. 17. 19. 20. 21. 31 Nov. 4. 11. 14. 25 Dec. 4. 10. 16. 22. 30
1932:- Jan. 14. 20. 28 Feb. 5. 6. 10. 18 March. 4. 7. 19



Lloyd's Register
Foundation
Total No. of Visits 58