

STEEL STEAMER or MOTORSHIP.

Received at London Office. 1 JUN 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

26th May 1931.

Port of

Copenhagen

No. 857.A

Survey held at

Copenhagen

Date First Survey

14th April 1930.

Last Survey

22nd May

1931.

On the

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

Steel Single Screw Motorship "EUROPA".

State Type

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

complete superstructure without tonnage opening

State Type of Erections

Bridge + 4' clc.

TONNAGE under Tonnage Deck...

8349.72

CLASS

* 100 A.1.

State if with freeboard as condition of Class

Built at Copenhagen

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)

FEET.

L 465' 0"

Breadth (greatest moulded)

B 62' 0"

Total

✓

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

D 40' 0"

Gross Tonnage

10 223.89

Register Tonnage

6429.75

1st Longitudinal Number (L x D) = 18600

2nd Numeral L x (B + D) = 47430

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

17.63

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

11.60

Do. Long Bridge to top of keel

9.67

Draught Moulded

28' 2 1/2"

Managers

✓

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

Residence

Copenhagen

Port of Registry

Copenhagen

Surveyed while building, afloat, and 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	33		Bracket Floors, Frame	9 3/2 .48	
" " from 1/3 length to collision bulkhead	27		" " Reversed Frame	9 3/2 .44	
" " in peaks AND AFT OF COLL. BHD TO FRAME 155	24		" " Vertical Struts	9 3/2 .44	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	47 .63	
Frame Amidships, Angle E	11 3 1/2 .60		" " top Angles	DOUBLE 3 1/2 3 1/2 .56	
" " Extends up to AND 12 3 1/2 .68			" " bottom Angles	5 5 .66	
Reversed Frame Amidships, Angle	5 5 .50		Side Girders, No. each side and thickness	2 - .44	
" " Extends up to WHERE NO THIRD DECK 2ND. DECK.			Margin Plate depth (excl. of flange) and thickness	402 .56	
Depth of Framing Girder	11 AND 12 1/2		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	5 5 .48	
Frames in Uppermost Continuous 'tween Decks, Angle, E	8 3 1/2 .62		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 5 .48	
" " Second 'tween Decks, Angle, E	8 3 1/2 .62		" " Gussets, spacing and scantling abaft 1/2 len. from stem	GUSSET PLATE CONTINUOUS EXCEPT IN MOTOR ROOM. 30 x .44 WHERE 3 DECKS	
" " Third " " " BRIDGE DECKS ALT.			" " Gussets, spacing and scantling forward 1/2 len. from stem	39 x .44 " 2 "	
Framing in Peaks, Angle	8 3 1/2 .68		Tank Side Brackets, height above base line at toe of Frame and thickness	93 x .52	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 - 5/4			.50 WHERE 3 DECKS.	
State if Frame Joggled	4/62.		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7). state system and particulars	3 SIDE STRINGERS PL. 30 x 40. FACE ANGLE 4 x 32 x 52 4 WEB FRAMES PL. 30 x 50 FACE BAR 10 x 3 1/2 .485		Breadth and thickness of Middle Line Strake	56 .57 .47	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	FLOORS EVERY FRAME RIVETS IN FRAMES BOTH FLANGES CLOSE SPACED. FRAMES 5 x 5 .48 SPACED 27"		Thickness of remainder in Holds	24 .43	
SINGLE BOTTOM.	3 STRAKES BOTTOM PLATING (p. 43). MIDSHIP THICKNESS TO COLL. BHD.		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bulkhead and Boiler Room?	57 IN MOTOR RM 4/62	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle, E	10 3 1/2 .44	
Middle Line Keelson, on Floors, Angles, E or E			" " in way of Bridge, Angle, E	10 3 1/2 .44	
" " Through Plate or Intercoastal Plate			Spacing	33	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, E	11 3 1/2 .48	
" " Flat Plate Keel Angles			Spacing	33	
Side Keelsons, No. each side			Third Deck, amidships, Angle, E	11 3 1/2 .48	
" " thickness of Intercoastal Plate			Spacing	33	
" " Angles			Fourth Deck, amidships, Angle, E or E		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	.44 EVERY FRAME IN MOTOR R. AND FORD 3/5 L EVERY 3RD ELSE		Poop Deck, Angle, E or E		
" " Are Frame and Reversed Frame joggled?	Yes		Spacing		
Bracket Floors, breadth and thickness at middle line	36 .44		Bridge Deck, Angle, E	10 3 1/2 .47	
" " breadth and thickness at margin plate	42 .44		Spacing	33	
			Forecastle Deck, Angle, E	10 3 1/2 .48	
			Spacing	9 TO 3 1/2 .44	
				27 - 24	

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.....	TWO - BUILT TUBULAR		Stringer Plate, breadth and thickness in way of Bridge	72 39	
UPPER			Thickness of Plating abreast Deck openings in way of Wells	40	
in between Decks, Size and Spacing: DIA.	10 1/2 x 35 - 6 1/2 x 36		Thickness of Plating abreast Deck openings in way of Bridge	36	
" 2ND " " "	14 x 52 - 13 x 52		Thickness of Plating within line of openings...	34	
in Holds FORWARD..	20 x 64 - 18 x 58		If Sheathed, material and thickness	✓	
" " AFT., " " "	15 x 56 - 14 1/2 x 44		Third Deck.		
Centre Line Bulkhead, IN DEEP TANK.			Stringer Plate, breadth and thickness.....	72 39	
Stiffeners and Spacing.....	5 10 3 1/2 44 - 33"		IN WAY OF DEEP TANKS	72 42	
Plating, thickness of	45 38		If Plated, state thickness.....	36	
STRINGERS AND DECKS.			IN WAY OF DEEP TANKS	42	
Uppermost Continuous Deck.			Fourth Deck.		
Stringer Plate, breadth and thickness in Wells	69 x 68		Stringer Plate, breadth and thickness.....		
" " " " in way of Bridge	69 x 44		If Plated, state thickness		
AT BRIDGE ENDS	69 x 105		Poop Deck.		
" Angle in Wells	7 7 72		Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	63 - 61		Plating, Sheathing, material and thickness		
Thickness of Plating abreast Deck openings in way of Bridge	40		Bridge Deck.		
Thickness of Plating within line of openings...	43		Stringer Plate, breadth and thickness.....	65 54	
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness	42	
Second Deck.			2 1/2" TEAK.		
Stringer Plate, breadth and thickness in Wells...	72 44		Forecastle Deck.		
			Stringer Plate, breadth and thickness.....	36 38	
			Plating, Sheathing, material and thickness	36	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		No.		RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.		State if jogged?		No. OF ROWS OF RIVETS.			
FLAT PLATE KEEL	55	88	97	88		Double	1 4	Four	1 4	Lapped.	
" DBLG. (if any) ✓	✓	✓				✓		✓			
BOTTOM PLATING, No. of Strakes 4.....	80	70	52	70		Double	7/8 3 1/2	Four	7/8 3 1/2	Lapped.	
BILGE PLATING, No. of Strakes 2.....	63	70	52	64		"	" "	"	" "	"	
SIDE PLATING, No. of Strakes 4.....	78	68	50	68		"	" "	Three	7/8 3 1/2	"	
UPPER DECK, Sheer-strake in Wells.....	60	79	50	50		"	" "	Four	1 4	"	
UPPER DECK, Sheer-strake in Bridge ...	60	68	AT BRIDGE ENDS 1-14"		AT BREAKS	"	1 4	Five	1 1/8 3	"	
STRAKE BELOW Sheer-strake in Wells.....	63	73	50	50		"	7/8 3 1/2	Three	7/8 3 1/2	"	
STRAKE BELOW Sheer-strake in Bridge ...	63	68				"	1 4	Four	1 4	"	
POOP SIDE PLATING	✓	✓				"	7/8 3 1/2	Three	7/8 3 1/2	"	
BRIDGE SIDE PLATING ...		61				Double	7/8 3 1/2	Four	7/8 3 1/2	Lapped.	
FORECASTLE SIDE PLATING			44			Single	3/4 3	Two	3/4 2 7/8	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	Eight
Extending to Upper Deck (Sec. 3 c)	Five
" Deck next below TANK DECK.	One
As per Rule	SEVEN.

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	27	5 1/2 x 36	30	✓	✓
" " Second "	31	6 x 36	30	✓	✓
" " Third "					
" " Holds	45	34 12 x 32	30	24	
COLLISION " (in Hold)	56	36 9 x 32	44	24	3-48 x 40
AFTER PEAK " "	50	30 9 x 32	44	24	1-48 x 40

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓		
STEM			Forged Steel 10 1/2 x 3	Burnmeister & Wain
STERN FRAME { Propeller Post			Cast As per approved plan.	Bochumer Verein.
{ Rudder "			Steel	
RUDDER—A x D				
Speed of Vessel			14 knots.	
RUDDER mainpiece at head ...			Forged 13 1/4	Burnmeister & Wain
" " heel ...			Steel 9 3/4	
" how constructed			OERTZ RUDDER	
" double or single plate coupling, vertical or horizontal			AS APPROVED.	
			HORIZONTAL.	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
 PLATES:—Vereinigte Stahlwerke; Appleby Iron Co. Ltd.; Gutehoffnungshütte
 SECTIONS:—Gutehoffnungshütte; David Bullivant & Sons Ltd;
 Has the Steel been tested as required by the Rules? Yes.

Open hearth

EQUIPMENT No. 50632										LETTER 27	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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
92093	1st Bower ...	86	0	0	Stockless			61	10	0	0	85½	Halls improved type	H. Hingley	Holchester 17.9.30 H. Green
92094	2nd „ ...	86	0	0	“			61	10	0	0	85½	“ „ -	± Sons Ltd.	“ „ „
92092	3rd „ ...	73	3	10	“			55	15	0	0	73½	“ „ „	“ „	“ 18.9.30 „
	Collective weight.	245	3	10								244½			
92100	Stream	25	0	21	6	2	16	24	19	1	14		Ordinary forged W. iron	“ „	“ 16.9.30 H. Green

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.		Fathoms.	Ins.
86092	150	2 1/16	125 1/16	175 1/8	545	2	10		Stud	U. Hingley	Uetherton	TOWLINE...	130	6	99800		
86105	150	2 1/16	125 1/16	175 1/8	545	3	25	989.	300	2 9/16	link	+ Sans Ltd	30.9.30 H Green.				
	300										Uetherton	HAWSERS & WARPS	2-100	8	MANILLA		
					1091	2	7				9.10.30 H Green		2-100	8	"		
		Cir.								Cir.							
Stream	120	5 1/4	76200	kg.					120	4 3/4				2-90	5	74170	
Steel Wire														4-90	3 1/2	36070	

Steering Gear, *Electric hydraulic - 4 cylinders - John Haste & Co Ltd.* Steering Gear, Hand *Pedestal type - John Haste & Co Ltd.*
 Boats *6 LIFEBOATS 25'0" x 7'10" x 3'3"* Steering Chains, Size and Test *None* Windlass *Electric - Thos. B. Thurgate, Odense.*
2 DINGHYS 18'0" x 5'9" x 2'6"
 Ceiling in Holds, thickness and material *2 1/2" Wpne on 2" battens* Cargo Battens, thickness, material and spacing *6" x 2" x 8'2" spaced 9'*
 Cargo Hatchways. (Upper Deck) *Steel plates and angles* Thickness of Hatches *3" wood.*
 Size of No. 1 Hatchway (Forward) *29'3" x 20'0" No. 2 35'9" x 20'0" No. 3 19'3" x 20'0" No. 4 35'9" x 20'0" No. 5 24'9" x 20'0" No. 6*
 Number of Shifting Beams and/or Fore and Afters *Nº 1 HATCH - 5 WEBS; Nº 2 & 4 HATCHES - 6 WEBS; Nº 5 HATCH - 4 WEBS.*

AKTIESELSKABET
BURMEISTER & WAINSKIN- OG SKIBSBYGGERI

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 *Yes* 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 of oil fuel in the double bottom tanks and in deep wing tanks at sides of tunnel, flash point above 150° F. Deep tanks forward of the motor room are constructed for the carriage of vegetable oil, flash point above 150° F. The vessel has been built in accordance with the approved plans, the Secretary's letters, and in conformity with the Society's rules for the class contemplated. The materials and workmanship are of good quality. The scantlings of the deck girders are in accordance with the approved plans. Lower and upper tween decks Nº 2, lower tween decks Nº 3 (p. + s), and upper tween decks Nº 3 (5 compartments in all) are insulated for the carriage of fruit cargoes. The chain cables are increased above the rules to suit owners requirements. All the double bottom tanks, peaks, deep tanks, vegetable oil tanks, decks, guttermways, watertight bulkheads, tunnel, scuffers, air and sounding pipes tested in accordance with the rule requirements.

The amount of Entry Fee *Kr. 218.40* : Fees applied for, *29.5 19 5*
 Special Survey Fee.... *Kr. 8240.96* : Received by me, *10 7 19 31*
 FREEBOARD. *Kr. 273.00*
 Travelling Expenses, if any *Kr. 5.70* :
 LATE FEE. *Kr. 30.00*
 State whether the Vessel has been built under Special Survey *Yes.* I am of opinion the Vessel should be Classed *+ 100A.1.*
 Certificate to be sent to *Surveyors Office, Copenhagen* Date of issue *5/6/30* Signature *J. Macleod*
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 5 JUN 30*
 Character assigned *+ 100A1 with fbd.*
Carryg. vegetable oil in forward deep tanks
Lloyd's A. + C. Oil Eng. *D.B. 80 lb. D.B. 100 lb.*
Write C. (M.) *My*



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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.)

The following approved plans and certificates are forwarded herewith.

Plans:- Midship section.
Profile and decks.
Stemframe and Rudder.
Refrigerated cargo spaces (6 plans).
Inspection flugs in way of No 3 lower tween decks.
Mgt. of air pipes to deep tanks.
Profile at Deep tank.
Section at Deep Tank.
Mgt. of overflow pipes to deep tanks.
Quadrant.

Certificates:- Stemframe.
Stem.
Rudder mainpiece and 5 arms.
Rudder head.
Quadrant.
Yeller.

Copy of interim certificate is attached.

This vessel is a sister vessel to the same Builders Motorship "AMERIKA", Yards No 559, but with minor modifications.

The following approved plans of M/S "AMERIKA" are enclosed.

Stempost and rudder.

Superstructures.

Deep tank.

The remaining approved plans of M/S "Amerika" are in the London Office.

With regard to the beam knees at the second deck where no third deck is fitted in No 4 hold (please see letters M. 10.3.31-17.3.31), we enclose herewith letter received from the Owners approving the proposal as fitted.

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

1st Bower	59-0-3	K.H.	6295	28.3.29.
2nd "	53-0-6	K.H.	6297	28.3.29
3rd "	44-2-1	K.H.	6725	30.7.29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 190.33 ft., Forecastle 72.92 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 DKS (STL) 3RD DK. (STL) IN MOTOR SPACE AND FORWARD HOLDS.

Official No. : Signal Letters N.J.K.R. Is bottom of Vessel coated with cement No. if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	148'6"	464.	Fore peak tank,	23'5"	138
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	30'10"	184
Double bottom, if under Engines only,	38'6"	254	Deep tank, aft,	30'3"	323 S. 336 P.
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	33'0"	387 S. 402 P.
Double bottom, forward,	218'3"	982	Other tanks, if fitted, WING TANKS AFT.	46'9"	140 S. 115 P.
Total capacity of double bottom	1700		(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. 33

Date 19th Decr 1929.

Dates of Surveys held while building

1930:- 14/4, 24/4, 13/5, 12/6, 16/6, 16/7, 22/7, 25/7, 1/8, 5/8, 7/8, 8/8, 11/8, 12/8, 19/8, 20/8, 21/8, 26/8, 27/8, 29/8, 1/9, 4/9, 5/9, 10/9, 12/9, 16/9, 19/9, 26/9, 30/9, 6/10, 9/10, 15/10, 17/10, 24/10, 29/10, 31/10, 3/11, 7/11, 10/11, 13/11, 15/11, 19/11, 24/11, 28/11, 5/12, 19/12, 15/12, 18/12, 23/12.
1931. 3/1, 6/1, 8/1, 12/1, 14/1, 19/1, 21/1, 24/1, 28/1, 30/1, 2/2, 3/2, 7/2, 13/2, 16/2, 28/2, 10/3, 13/3, 17/3, 19/3, 30/3, 9/4, 13/4, 22/4, 24/4, 27/4, 30/4, 4/5, 11/5, 18/5, 20/5, 22/5.
Total No. of Visits 81.