

STEEL STEAMER or MOTORSHIP.

Received at London Office. 17 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

8th August 1935

Port of

Copenhagen

No.

9683

Survey held at

Nakskov

Date First Survey

7th Sept. 1934

Last Survey

6th August

1935

On the

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

Single Screw Motor Ship "CANADA"

State Type

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

Complete Superstructure without Tonnage Opening

State Type of Erections

False Bridge

TONNAGE under

8523.31

CLASS

100 A. 1

State if with freeboard

yes

Built at

Nakskov

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 142.30

Launched 16th May 1935

Yard No. 62

Total

Breadth (greatest moulded)

B 19.51

Builders 1/2 Nakskov Skibværest.

Gross Tonnage

11107.90

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

D 12.2

Owners 1/2 Jøt. Østasiatisk Kompagni

Register Tonnage

6586.46

1st Longitudinal Number (L x D)

= 1736

Managers

✓

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

2nd Numeral L x (B + D)

= 4512

REGISTERED DIMENSIONS. FEET.

Length

468.8

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

8.25

Residence Copenhagen

Breadth

64.3

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

11.66

Port of Registry Copenhagen

Depth

36.3

Draught Moulded

8.686

Surveyed while building, afloat, or in dry dock

yes

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP. <i>M/M.</i>	Any Departure from Approved Plans to be Noted.		IN SHIP. <i>M/M.</i>	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	840	✓	Bracket Floors, Frame	230 90 12 1/2	✓
" " from 1/3 length to Collision bulkhead	685	✓	" " Reversed Frame	230 90 11	✓
" " in peaks: 2 form of fr. 155	610	✓	" " Vertical Struts	230 90 11	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1200 x 16	✓
Frame Amidships, Angle, E or C	280 x 90 x 12	✓	" " top Angles	double 90 90 14	✓
" " Extends up to	3 rd deck	✓	" " bottom Angles	double 130 130 16 1/2	✓
Reversed Frame Amidships, Angle	✓	✓	Side Girders, No. each side and thickness	two - 11	✓
" " Extends up to	✓	✓	Margin Plate, breadth (horizontal) depth (incl. of flange) and thickness	1740 x 14 1/2	✓
Depth of Framing Girder	✓	✓	" " Vertical Angle to Tank side	✓	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	230 x 90 x 11 1/2	✓	" " Bracket abaft 1/2 len. from stem	✓	✓
" " Second 'tween Decks, Angle, E or C	230 x 90 x 12 rev bar 100 x 90 x 14 in. N ^o 23 'tw-deck	✓	" " Vertical Angle to Tank side	✓	✓
" " Third " " " "	230 x 90 x 11 1/2 elsewhere	✓	" " Bracket forward 1/2 len. from stem	✓	✓
Framing in Peaks, Angle, E or C	230 x 90 x 11	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 1/4 - 125	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	✓
State if Frame Joggled	yes	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	950 x 11 1/2	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Dep. framing 280 x 90 x 12 rev bar 130 x 100 x 12 at ex. fr. Two side stringers, pl 11 1/2, face x 150 x 90 x 13 closer spacing of frame rivets	✓	INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	4 rivets spaced 1100 Z apart Bott. frames 150 x 150 x 15 A, B & C strake 20 'tw-deck Coll. bhd. closer spacing of frame rivets	✓	Breadth and thickness of Middle Line Strake	1670 x 14 1/2	✓
SINGLE BOTTOM.			Thickness of remainder in Holds	12	✓
Floors, Depth and thickness at mid-line in Holds	✓	✓	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	✓
Height of Brackets at side above base line at toe of frame	✓	✓	BEAMS.		
Middle Line Keelson, on Floors, Angles, C or E	✓	✓	Uppermost Continuous Deck, amidships	230 x 90 x 12 1/2 aft	✓
" " Through Plate or Intercoastal Plate	✓	✓	" " in Wells, Angle, E or C	230 x 90 x 13 fore	✓
" " Foundation Plate on Floors	✓	✓	" " in way of Bridge, Angle, E or C	230 x 90 x 11 1/2 and as approved	✓
" " Flat Plate Keel Angles	✓	✓	Spacing	ex. frame	✓
Side Keelsons, No. each side	✓	✓	Second Deck, amidships, Angle, E or C	250 x 90 x 13 1/2	✓
" " thickness of Intercoastal Plate	✓	✓	Spacing	ex. frame	✓
" " Angles	✓	✓	Third Deck, amidships, Angle, E or C	280 x 90 x 12	✓
DOUBLE BOTTOM.			Spacing	ex. frame	✓
Solid Floors, thickness and spacing	11 ex 3 rd fr.	✓	Fourth Deck, amidships, Angle, C or E	✓	✓
" " Are Frame and Reversed Frame joggled?	yes	✓	Spacing	✓	✓
Bracket Floors, breadth and thickness at middle line	1225 x 11	✓	Poop Deck, Angle, C or E	✓	✓
" " breadth and thickness at margin plate	1870 x 11	✓	Spacing	✓	✓
			Bridge Deck, Angle, E or C	250 x 90 x 11	✓
			Spacing	230 x 90 x 11	✓
			Forecastle Deck, Angle, E or C	ex. frame	✓
			Spacing	230 x 90 x 12 1/2 with rev. bar 100 x 100 x 11 1/2 at every 3 rd beam	✓

W420-0040 112

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.
	M/M.	M/M.			M/M.	M/M.	
PILLARS, No. of Rows.....	<i>Two, widely spaced.</i>						
<i>upper</i>		<i>180 x 10</i>					
in 'tween Decks, Size <i>tubular</i> and Spacing.....		<i>to 305 x 12</i>					
" 2 nd " " " "		<i>330 x 13</i>					
" " " " " "		<i>380 x 14</i>					
in Holds " " " "		<i>330 x 12.5</i>					
" " " " " "		<i>495 x 17</i>					
Centre Line Bulkhead.							
Stiffeners and Spacing.....							
Plating, thickness of							
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells		<i>1675 x 18</i>					
" " " " in way of Bridge		<i>1675 x 11 1/2</i>					
" Angle in Wells		<i>150 x 150 x 20</i>					
Thickness of Plating abreast Deck openings in way of Wells		<i>15 and 16 1/2</i>					
Thickness of Plating abreast Deck openings in way of Bridge		<i>10 1/2</i>					
Thickness of Plating within line of openings.....		<i>9 and 10</i>					
If Sheathed, material and thickness.....		<i>38 1/4 Litosilo</i>					
Second Deck.							
Stringer Plate, breadth and thickness in Wells...		<i>1860 x 11 1/2</i>					
Stringer Plate, breadth and thickness in way of Bridge		<i>1860 x 10</i>					
Thickness of Plating abreast Deck openings in way of Wells		<i>10 1/2</i>					
Thickness of Plating abreast Deck openings in way of Bridge		<i>9</i>					
Thickness of Plating within line of openings.....		<i>9</i>					
If Sheathed, material and thickness		<i>Not sheathed.</i>					
Third Deck.							
Stringer Plate, breadth and thickness.....		<i>1950 x 8 1/2</i>					
If Plated, state thickness.....		<i>9 1/2</i>					
Fourth Deck.							
Stringer Plate, breadth and thickness.....		<i>1950 x 10</i>					
If Plated, state thickness		<i>9 1/2</i>					
Poop Deck.							
Stringer Plate, breadth and thickness		<i>1950 x 10</i>					
Plating, Sheathing, material and thickness		<i>9 1/2</i>					
Bridge Deck.							
Stringer Plate, breadth and thickness.....		<i>1675 x 13</i>					
Plating, Sheathing, material and thickness		<i>10 1/2, 3 Teak.</i>					
Forecastle Deck.							
Stringer Plate, breadth and thickness.....		<i>1100 x 9 1/2</i>					
Plating, Sheathing, material and thickness		<i>9, not sheathed.</i>					

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled?	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.	
	<small>inches.</small> M/M	<small>inches.</small> M/M	<small>inches.</small> M/M	<small>inches.</small> M/M			<small>inches.</small> M/M	<small>inches.</small> M/M		<small>inches.</small> M/M	<small>inches.</small> M/M		
FLAT PLATE KEEL	1410	23	21	21½	/	double.	25	8 pairs	3 + 3	25	100	db. straps.	
„ DRLG. (if any)		✓				✓				✓			
BOTTOM PLATING, No. of Strakes4.....	1850	18	20	14	/	double	22	9 p.	4.	22	88	Lapped	
BILGE PLATING, No. of Strakes2.....		18	14	14	/	“	22	9-	4.	22	88	“	
SIDE PLATING, No. of Strakes5.....	1600	17½	13½	13	/	“	22	9-	3.	22	80	“	
UPPER DECK, Sheer-strake in Wells.....	1600		21½	18½	/	“	25	8-	3 aft 4 forw	22 25	80 100	“	
UPPER DECK, Sheer-strake in Bridge ...	1600	17½	14	12½	/	“	22	9-	4	22	80	“	
STRAKE BELOW Sheer-strake in Wells.....	1550		20 18½	17	/	“	22	9-	4 aft 4 forw	22 25	88 100	“	
STRAKE BELOW Sheer-strake in Bridge ...	1550	17½			/	“	22	9-	3	22	80	“	
POOP SIDE PLATING	1000				/	✓				✓			
BRIDGE SIDE PLATING ...	1660	15½			Sidelights made 300 instead of 400	double	22	9-	4	22	85	Lapped	
FOREC'TLE SIDE PLATING			11			single	19	72	1	19	65	“	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>8 See letter</i>
Extending to Upper Deck (Sec. 3 c)	<i>7</i>
Deck next below	<i>2 (1) See letter</i>
As per Rule	<i>7</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>400 x 230</i>	<i>C.S.</i>	<i>See plan</i>
STEM		<i>40 x 30</i>	<i>C.S.</i>	
STERN FRAME (Propeller Post		<i>560 x 430</i>	<i>C.S.</i>	
(Rudder "		<i>485 x 75</i>	<i>C.S.</i>	
RUDDER—A x D		<i>2682</i>	<i>2682</i>	
Speed of Vessel		<i>16 Knots.</i>		
RUDDER mainpiece at head ...		<i>C.S. rudder.</i>		
" " heel ...		<i>frame, as app.</i>		
how constructed		<i>✓</i>		
double or single plate		<i>12 1/4</i>		
coupling, vertical or horizontal		<i>horizontal</i>		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	<i>6.5</i>	<i>140 x 75 x 9</i>	<i>760</i>	<i>✓</i>	<i>✓</i>
" " Second " "	<i>7.5</i>	<i>150 x 75 x 8</i>	<i>760</i>	<i>✓</i>	<i>✓</i>
" " Third " "	<i>8 1/2</i>	<i>320 x 100 x 16</i>	<i>760</i>	<i>✓</i>	<i>✓</i>
" " Holds	<i>8 1/2</i>	<i>200 x 75 x 9</i>	<i>760</i>	<i>✓</i>	<i>✓</i>
COLLISION " (in Hold)	<i>13</i>	<i>180 x 75 x 8 1/2</i>	<i>610</i>	<i>Two semi-box beams.</i>	
AFTER PEAK " "	<i>7 1/2</i>	<i>140 x 75 x 12</i>	<i>610</i>	<i>Out semi-box beam.</i>	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....	<i>Open Hearth process.</i>
	<i>Plates: Societe Anonyme de la Fabrique de Fer de Charleroi - Societe Anonyme d'Acierie de Markey - Vereinigte Stahlwerke Thyssen.</i>	
	<i>Profiles: Gutehoffnungshutte - Vereinigte Stahlwerke, Hoerder Verein.</i>	
	Has the Steel been tested as required by the Rules?	<i>Yes.</i>

EQUIPMENT No 4905 M.L.										LETTER ft	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.	
2684.	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	Gruson-stockh's.	} Otto-Gruson 9. Co. Magdeburg	} Magdeburg-Buckau. 26.10.34. N. Stolte.
2683.	2nd „ ...	89	2	9	✓	✓	✓	63	5	0	0	90	„		
2685.	3rd „ ...	89	1	26	✓	✓	✓	63	5	0	0	„	„		
	Collective weight.	80	0	14	✓	✓	✓	59	0	0	0	257½	„		
2686	Stream	259	0	21	✓	✓	✓	26	3	3	0	26½	Ord. stock.	Buckau.	

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.	Stations.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.				Length.	Cir.		Length.	Cir.	
1071	302½	2½	125½	175½	1168.0.0	✓	1040	300	2½	Stud link.	Ketteuwerke Schlieper of Grüne W.	Grüne W. 7.2.35. J. Quast.	TOWLINE	130	6	99100	130	5½	
													HAWSERS & WARPS	4290	3½	35200	22100	2¾	
														4290	5	70900	22100	2¾	
Stream	120	5½	✓	above	77500kg	✓													

Steering Gear, Steam *All electric, Thomas B. Thrige, Odense.* Steering Gear, Hand *Worm wheel, direct-acting.*
6 off 26"6" x 8"3" x 3"4"
Boats *2 " 18"0" x 5"8" x 2"4" (Dinghy).* Steering Chains, Size and Test *✓* Windlass *Elec., Th. B. Thrige, Odense.*
Ceiling in Holds, thickness and material *3 pine on 2 battens.* Cargo Battens, thickness, material and spacing *150 x 50 pine, sp. 230 mm.*
Cargo Hatchways.-(Upper Deck) *Steel coamings, wood covers.* Thickness of Hatches *Coamings 11 mm and 13 mm.*
Size of No. 1 Hatchway (Forward) *6475 x 4900* No. 2 *10030 x 6100* No. 3 *7560 x 5200* No. 4 *11760 x 6100* No. 5 *7560 x 6100* No. 6 *✓*
Number of Shifting Beams and/or Fore and Afters *Nº1-4, Nº2-6, Nº3-4, Nº4-7, Nº5-4.*

5/8.1935
Builder's Signature *Anderssen*
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 *no!* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
This vessel has been built in accordance with the approved plans, Secretary's letters and to the Rules of this Society for the class contemplated.
The material and workmanship is to my satisfaction.
All the double bottom tanks, peaks and deep tanks, weather decks, W.T. bulkheads, tunnels, scuppers, air and sounding pipes, have been water tested according to Rule and found satisfactory.
This vessel is fitted for the carriage of oil fuel in the double bottom tanks and in deep tank aft of motor room. Flash point above 150° Fahr. Section 20 of the Rules complied with where applicable.
Hold Nº3, tween decks Nº 2 (lower & upper), Nº 3 (lower), Nº 4 (upper) and bridge space aft (ps) are insulated for the carriage of refrigerated cargoes. (14° Fahr. in bridge space, 32° Fahr. elsewhere).
The freeboards have been marked on the ship's sides, verified and cut in.
The Rules for the application of electric arc welding to ship construction have been complied with.

The amount of Entry Fee *Kr. 268.80* : Fees applied for, *16/8 1935*
Special Survey Fee *Kr. 10390.24* : Received by me, *30-8 1935*
Freeboard Fee *Kr. 448.00*
Travelling Expenses, if any *Kr. 970.92* :
State whether the Vessel has been built under Special Survey *yes* Signature *H. D. Byderum*
Certificate to be sent to *Surveyors' office, Copenhagen* Date of issue *29/8/35*
I am of opinion the Vessel should be Classed ** 100 A.1. with freeboard.*
Lloyd's A & C.P.
Cruiser - stern.

Committee's Minute *FRI. 23 AUG 1935*
Character assigned *+100A1 with freeboard*
Lloyd's A & C.P. + LMC 8.35 Oil Engines
C.F. DB-100 lbs.
write off (m)
my
1524
1524
16764
914
152
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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.)

No. sister vessel being built in Denmark.

Approved plans enclosed:

- 1) Profiles and Decks, 2) Midship Section, 3) Rudder and Sternpost,
- 4) Stem, 5) Shell expansion, 6) Motor Seating, 7) Swimming pool,
- 8) Alteration to deep tank, 9) Cruiser stern, 10) Midship deckhouse and erections,
- 11) Doors in ship's side, 12) Tunnel recess, 13) Birders and pillars in Dining Saloon,
- 14) No 3 hatch beams (amended), 15) Refrig. space in bridge, 16) Refrig space in No 2 main,
- 17) Refrig. space in No 2 tween deck, 18) Refrig. space in No 3 tween deck,
- 19) Refrig. space in No 3 hold, 20) Refrig. space in No 4 main deck.

Plans "as built" enclosed:

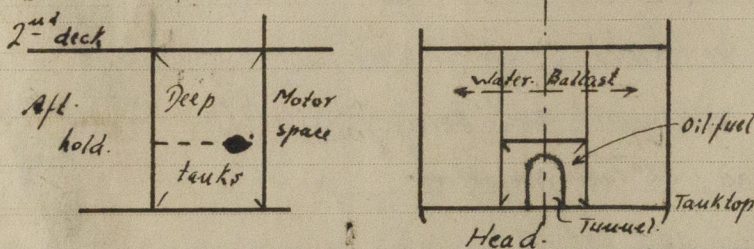
- 1) Profiles and Decks, 2) Midship section.

Certificates enclosed:

- No 2046 - Sternframe, No 2047 - Stem, No 2048 - Rudder,
No 270 - Quadrant & Tiller, No 35083 - Propulsion shaft (rudder),
No 984 - Details for boat davits, Rpt. No 10 - Boat Davits,
Interim Certificate.

The space aft. at sides of tunnel approved for the carriage of oil fuel have been made into a store room (pss) with access from tunnel.

Deep tanks aft. of Motor space.



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

1st Bower 57:3:6, N.S., 842, 10.8.34
2nd „ 57:2:25, N.S., 841, 10.8.34
3rd „ 50:3:27, N.S., 843, 10.8.34
Stock Anchor. 24:2:17, N.S., 852, 4.9.34

25:2:4, N.S., 845, 10.8.34
25:2:11, N.S., 844, 10.8.34
23:1:22, N.S., 851, 4.9.34

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 226.0 ft., Forecastle 75.9 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 (stl), 3rd Dk (stl) in form holds.

Official No. ☒ : Signal Letters

O.Y.A.H.

Is bottom of Vessel coated with cement *peak tanks only* if not

particulars of composition *Double bottom tanks used to carry oil fuel.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Oil fuel. Tons.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Oil fuel. Tons.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	577	150.0	628	Fore peak tank,	✓	24.5	5
Double bottom, under Engines and Boilers,	536	52.4	582	After peak tank,	✓	22.0	21
Double bottom, under Engines only, <i>lub. oil</i>	45.4	46.9	✓	Deep tank, aft, <i>of Motor space</i> <i>See Sketch</i>	✓	29.0	82
Double bottom, if under Boilers only,	✓	✓	✓	Deep tank, forward <i>of Motor sp.</i>	58	29.0	oil fuel
Double bottom, forward,	962	211.1	1044	Other tanks, if fitted, <i>FW tanks in 'tw. decks</i>	✓	41.33	28
	2075.0		2254	(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. 62

Date 3 - 3 - 1934

Dates of Surveys held while building

1934 7/9, 30/10, 16/11, 6/12, 11/12.
1935 7/1, 17/1, 22/1, 28/1, 31/1, 4/2, 7/2, 16/2, 19/2, 21/2, 25/2, 28/2, 4/3, 5/3, 12/3, 15/3, 22/3, 27/3, 28/3, 9/4.
23/4, 24/4, 29/4, 30/4, 3/5, 6/5, 7/5, 13/5, 14/5, 15/5, 16/5, 29/5, 4/6, 7/6, 12/6, 17/6, 18/6, 21/6, 25/6, 1/7, 3/7.
15/7, 16/7, 19/7, 22/7, 24/7, 25/7, 29/7, 31/7, 1/8, 6/8.

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