

STEEL STEAMER or MOTORSHIP.

Received at London Office

-4 SEP 1934

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 30-8-34Port of CopenhagenNo. 9423Survey held at OdenseDate First Survey 14-9-33Last Survey 10-8-

1934

On the (State if Machinery fitted A, and if Single, Twin or Triple Screw) Steel single screw motor vessel "NORA MÆRSK"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) complete superstructure with damage opening State Type of Erections forecastleTONNAGE under Tonnage Deck 5233.73CLASS +100 A 1State if with freeboard as condition of Class yesBuilt at OdenseDo. of space or spaces between Tonnage Deck and Upper Deck ✓Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 450'-0"Launched 8th May 1934 Yard No. 52Total 5133.73Breadth (greatest moulded) B 58'-0"Builders Mess. Odense SkibskilbyggerGross Tonnage 6270.70Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 39'-6"Owners F/S "Sundborg" & "D/S af 1912 A/S"Register Tonnage 3888.511st Longitudinal Number (L x D) = 17064Managers A. P. Möller Esq.2nd Numeral L x (B + D) = 43164

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

REGISTERED DIMENSIONS.

FEET.

Length 458.0'Breadth 58.2'Depth 26.7'Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.39Residence CopenhagenPort of Registry Copenhagen

If surveyed while building, afloat, or in dry dock

Draught Moulded 26'-3 1/16"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 10.5	✓
" " from 3/8 length to Collision bulkhead	685	✓	" " Reversed Frame	200 75 9	✓
" " in peaks	610	✓	" " Vertical Struts	200 75 9	✓
DE FRAMING.			Centre Girder, depth and thickness amidships	1220 14.25	✓
Frame Amidships, Angle <u>E or F</u>	300 90 13.5	11.5 in MR	" " top Angles	90 90 14	double
" " in deep tanks <u>F</u>	250 90 12.5	2 nd deck	" " bottom Angles	130 130 16	---
" " Extends up to	✓		Side Girders, No. each side and thickness	2 10.5-11.5	✓
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	1150 14	✓
" " Extends up to	✓		" " Vertical Angle to Tank side	150 150 13	approved 12
Depth of Framing Girder	✓		" " Bracket abaft 1/2 len. from stem	90 90 12	(double) in MR (horizontal)
Frames in Uppermost Continuous 'tween Decks, Angle <u>E or F</u>	130 90 8.5	✓	" " Vertical Angle to Tank side	150 150 13	approved 12
" " Second 'tween Decks, Angle <u>E or F</u>	200 90 11-10	✓	" " Bracket forward 1/2 len. from stem	double fwd of 3/5 L	
" " Third " " "	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	continuous gusset plate 10.5	
Framing in Peaks, Angle <u>E or F</u>	200 90 10	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	1905 12-11	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 6 " 1/2 diam. p. 116-149 & p. 23-38 5 1/2 " in deep tanks	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	yes		INNER BOTTOM PLATING.		
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	2 stringers spaced 1750 2 a parallel beams fitted fwd of coll. bld. Deep frames 300 90 16 with reverse frame in every 3 rd frame & 2 stringers fitted from p. 162 coll. bld. Shell plating increased in way of flat bottom & bottom frames double fwd of 1/2 L. 2 extra intercostals (1/2 height) on each side from frame 140 to coll. bld.	✓	Breadth and thickness of Middle Line Strake	1780 13.5-11	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Thickness of remainder in Holds	11-10.5	✓
ANGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Pumps and Boiler Room	yes	✓
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	200 90 11-10	✓
Middle Line Keelson, on Floors, Angles, <u>E or F</u>			" " in Walls, Angle <u>E or F</u>	✓	
" " Through Plate or Intercostal Plate			" " in way of Bridge, Angle, <u>E or F</u>	✓	
" " Foundation Plate on Floors			Spacing	every frame	✓
" " Flat Plate Keel Angles			Second Deck, amidships, Angle <u>E or F</u>	200 75 12.5 in holds 200 90 13 in MR 230 90 11 p. 39-114 280 90 12.5 p. 116-126	✓
Side Keelsons, No. each side			Spacing	every frame	✓
" " thickness of Intercostal Plate			Third Deck, amidships, Angle <u>E or F</u>	300 90 13	✓
" " Angles			Spacing	every frame	✓
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, <u>E or F</u>		
Solid Floors, thickness and spacing	10.75 every 3 rd p. 116-149 & p. 23-38	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	yes		Poop Deck, Angle, <u>E or F</u>		
Bracket Floors, breadth and thickness at middle line	850 10.5	✓	Spacing		
" " breadth and thickness at margin plate	850 10.5	✓	Bridge Deck, Angle, <u>E or F</u>		
			Spacing		
			Forecastle Deck, Angle, <u>E or F</u>	200 75 8.5 130 75 10	✓
			Spacing	every frame	✓

PILLARS AND DECKS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.	IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS. No. of Rows.....	3 in br. decks & no. 4 hold 2 elsewhere			
upper	200.85.85.11 IJ	to widely spaced		
in 'tween Decks, Size and Spacing.....	150.85.85.9 IJ			
lower	381.13.5 tubular	to		
" " " "	150.85.85.9 IJ	to		
in Holds	510.17 tubular	to		
" " " "	381.14.5 - 4 -	to		
" " " "	and 150.85.85.9 IJ	at hatch ends in no. 4 hold		
Centre Line Bulkhead. (in holds)	230.90.11.5 IJ	to every 2nd ft.		
Stiffeners and Spacing.....	200.75.12 IJ			
Plating, thickness of	7.5			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	1660 18.5-11.5	app. 17-11		
" " " " in way of Bridge	✓			
" Angle in Wells	150 150 18 6	app. 17		
" " " " " " " " " "	90 90 11			
Thickness of Plating abreast Deck openings) in way of Wells	15.25-9	app. 14.25		
Thickness of Plating abreast Deck openings) in way of Bridge	✓			
Thickness of Plating within line of openings...	10.5-9			
If Sheathed, material and thickness	✓			
Second Deck.				
Stringer Plate, breadth and thickness in Wells...	1800 10.75-9	11.75 in way of deep tanks		
Stringer Plate, breadth and thickness in way of Bridge	10.5-8	11.75 in way of deep tanks		
Thickness of Plating abreast Deck openings) in way of Wells	✓			
Thickness of Plating abreast Deck openings) in way of Bridge	10.5-8			
Thickness of Plating within line of openings...	✓			
If Sheathed, material and thickness	✓			
Third Deck.				
Stringer Plate, breadth and thickness.....	1800 10.5-8.5			
If Plated, state thickness.....	10.5-7.5			
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.....	1400 9.5			
Plating, Sheathing, material and thickness ...	9			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>	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>1790</i>	<i>21</i>	<i>19</i>	<i>18.5</i>		<i>2</i>	<i>25</i>	<i>95</i>	<i>4</i>	<i>25</i>	<i>95</i>	<i>lapped.</i>	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes <i>4</i>		<i>16.75</i>	<i>15.75</i>	<i>15.75</i>		<i>2</i>	<i>22</i>	<i>85</i>	<i>4-3 AE</i>	<i>22</i>	<i>85-75</i>	<i>- -</i>	
BILGE PLATING, No. of Strakes <i>1</i>		<i>15.75</i>	<i>15.75</i>	<i>15.5</i>		<i>2</i>	<i>22</i>	<i>85</i>	<i>4-3 AE</i>	<i>22</i>	<i>85-75</i>	<i>- -</i>	
SIDE PLATING, No. of Strakes <i>5</i>		<i>15.25</i>	<i>15.25</i>	<i>12.25</i>	<i>app. 12.25 for'd</i>	<i>2</i>	<i>22</i>	<i>85</i>	<i>3</i>	<i>22</i>	<i>75</i>	<i>- -</i>	
UPPER DECK, Sheer- strake in Wells	<i>1370</i>	<i>18.5</i>	<i>12.5</i>	<i>12.5</i>		<i>2</i>	<i>22</i>	<i>85</i>	<i>4-3 AE</i>	<i>22</i>	<i>85-75</i>	<i>- -</i>	
UPPER DECK, Sheer- strake in Bridge ...		<i>✓</i>											
STRAKE BELOW Sheer- strake in Wells	<i>1700</i>	<i>17</i>	<i>12.5</i>	<i>12.5</i>		<i>2</i>	<i>22</i>	<i>85</i>	<i>4-3 AE</i>	<i>22</i>	<i>85-75</i>	<i>- -</i>	
STRAKE BELOW Sheer- strake in Bridge ...		<i>✓</i>											
POOP SIDE PLATING		<i>✓</i>											
BRIDGE SIDE PLATING ...		<i>✓</i>											
FOREC'TLE SIDE PLATING			<i>10.5</i>			<i>1</i>	<i>19</i>	<i>75</i>	<i>1</i>	<i>19</i>	<i>65</i>	<i>- -</i>	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
		1		7			
		STIFFENERS.					
Plating Thickness.		VERTICAL.		HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.		
MIDSHIP BULKH'D, Upper tween decks		5 6.5	150.75.8 L 115.65.9 L	762	-		
" " Second " p. 150		6.5	150.75.8 L	700	-		
" " Third "		✓					
" " Holds		p. 150	8-10.5 280.90.12 L	760	-		
COLLISION " (in Hold)		p. 175	8.75-11.5 180.75.9.5 2 L 150.75.9 L	610	-	2 stringers:- Plates 600.9 Face bars 180.75.9 L 1750	
AFTER PEAK " "		p. 11	7.5-12.5 150.75.9 L	610	-	tunnel deck and peak deck	

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	cast steel	⋈	Shimano vertical	
STERN FRAME	{ Propeller Post Rudder	-4- 262 diam	⋈ Gutehoffnungshütte	
RUDDER—A x D		274		
Speed of Vessel		15.5 knots		
RUDDER mainpiece at head				
" " heel			Simplex balance	
" how constructed			rudder	
" double or single plate				
" coupling, vertical or horizontal			as approved	2020

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) open hearth

Plates: - Vereinigte Stahlwerke Düsseldorf.
Profile: - - - - - Werke

Has the Steel been tested as required by the Rules?

EQUIPMENT No 44626.25

LETTER C+

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.				
2610	1st Bower ...	79	0	5	—	—	—	58	6	1	0	77.0.0	stockless cast steel	Wm. Olte Guesen	20/33 Jul. Quard	
2611	2nd „ ...	79	0	5	—	—	—	58	6	1	0	77.0.0	—	—	—	
2612	3rd „ ...	64	2	17	—	—	—	50	17	2	0	65.2.0	—	—	—	
	Collective weight.	222	2	27	—	—	—					219.2.0				
2613	Stream	21	3	23	6	1	23	22	7	2	0	22.0.0	cast steel	—	—	

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
996	301	2 7/16	106.9	149 5/8	957.0.10	890 1/4		300	2 7/16	link	Wm. Carl Schliep	Guine Worlf. 14/10/33 Jul. Quard	TOWLINE	130	5 1/4	81.0	130	5 1/4
													HAWSERS & WARPS	2x100	2 3/4	15.2	2x100	2 3/4
														2x100	8		2x100	8
Iron Stream Steel Wire	120	4 1/2		58.7				120	5	6x24	Jakob Holm	Cpn. 23/7/34						

Steering Gear, Steam Deutsche Werke

Steering Gear, Hand diesel

Boats 2 - 26'-2 1/2" x 7'-3" x 2'-10"

Boats 2 - 25'-8" x 7'-1" x 2'-9 1/2"

1 dinghy @ 18'-0" x 5'-10" x 2'-4"

Steering Chains, Size and Test

Telenor

Windlass Electric - Ths. B. Thrige.

Ceiling in Holds, thickness and material 2 1/2" pine on 2" battens Cargo Battens, thickness, material and spacing 6"x2" pine spaced 9"

Cargo Hatchways. - (Upper Deck) 106'5" Z with 12.5-11.5 Z coaming Thickness of Hatches no. 1 & 2: 7.5" Z steel plate, no. 3-5: 7.5" Z wood

Size of No. 1 Hatchway (Forward) 33'-8 1/2" x 20'-0" No. 2 53'-0 5/8" x 20'-0" No. 3 36'-2" x 20'-0" No. 4 39'-7 3/4" x 20'-0" No. 5 31'-4 1/8" x 20'-0" No. 6

Number of Shifting Beams and/or Fore and Afters no. 1-3, no. 2-5, no. 3-7, no. 4-8, no. 5-6

ODENSE STAALSKIBSVÆRFT

VED A. P. MØLLER

Builder's Signature

E. J. Jorgensen

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. 7 tank), in FP tank and in deep tanks abaft motorroom, also deep tanks forward of motorroom fitted for carrying vegetable oils as cargo. F.P. of oils above 150° F, also requirements of sec. 20 complied with.

This vessel is built in accordance with the approved plans, the Society's Rules and 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, peak tanks, deep tanks, weather decks, gutters, W.T. bulkheads, shaft tunnel and recesses, scuppers and air- and sounding pipes water tested according to Rules.

W.T. door, windlass and steering arrangements tried and found satisfactory.

The amount of Entry FeeK. S. : 224.00
Special Survey Fee. Mr. S. : 7.991.76
Freeboard Fee 1/2. : 380.80
Travelling Expenses, if any : 1.735.55
Late Fee : 90.00

Fees applied for,

3.9.1934

Received by me,

17.9.1934

I am of opinion the Vessel should be Classed +100 A 1

with freeboard

Fitted for carrying vegetable oils 8.34, F.P. above 150° F in deep tanks.

Rudolf E. W.

Signature

S. Sanderson

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey yes

Certificate to be sent to Surveyor office, Cpn. Date of issue 14/9/34

Committee's Minute

FRL 14 SEP 1934

Character assigned +100A1 with freeboard

Carrying oil F.P. above 150° F in Deep Tank.

+ L.M.C. 8.34 C.L.

27.100.11.

Lloyd's A.C.P.

J. J.



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Lloyd's Register Foundation

W464-0177 2/2

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
- ✓ Pillars & girders
- ✓ Tanktop in motor room
- ✓ Insulation
- ✓ Stem
- ✓ FP & coll. bld.
- ✓ Plan of counter
- ✓ AP bld.
- ✓ Deep tanks for wood oil
- ✓ " " " " fuel oil
- ✓ alteration of deep tanks (2 off)
- ✓ WT hatch covers
- ✓ Mountings for do.
- ✓ Ind. connections of pillars
- ✓ Deck - air - & sounding pipes
- ✓ Tank division p. 72

Certificate:-

- ✓ Stem
- ✓ Rudder, quadrant etc. (6 off)
- ✓ Stem piece
- ✓ Interim certificate

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	Head					Shank				
	1st Bower	50.2.13	JA	673	10/7/33	"	22.2.7	JA	677	10/7/33
	2nd "	50.2.27	JA	674	10/7/33	"	23.0.10	JA	678	10/7/33
	3rd "	43.0.12	JA	675	10/7/33	"	17.1.19	JA	679	10/7/33

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 52.4 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? (steel), 3 dk? (steel) in nos. 1, 3 & 4 held.

Official No. ✓ : Signal Letters OXSH
Is bottom of Vessel coated with cement no if not give

particulars of composition oil in DB & peaks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Oil Capacity Tons	Length. m	Water Capacity. Tons.	Where Fitted.	Oil Capacity Tons	Length. m	Water Capacity Tons.
Double bottom, aft,	p. 19-71 264.9	38.2	329.5	Fore peak tanks (upper & lower)	220.9	14.5	239.8
Double bottom, under Engines and Boilers,	p. 71-88 269.1	12.5	292.1	After peak tanks (" ")	—	5.5	172.6
Double bottom, if under Engines only (lub. oil)	31.1	11.0	—	Deep tank, aft,	p. 63-71 497.5	5.9	540.1
Double bottom, if under Boilers only,	✓	✓	✓	Deep tank, forward,	p. 88-115 1527.1	19.8	1658.1
Double bottom, forward,	p. 88-175 759.1	62.4	824.1	Other tanks, if fitted,	—	—	—
Total capacity of double bottom				(If necessary, furnish further information by sketch.)			
1445.7				* The wells are not to be included in the lengths of the tanks.			

Order for Special Survey No. 55
Date 8/8/33
Dates of Surveys held while building
1933. 14/9 20/9 29/9 4/10 11/10 15/10 22/10 29/10 5/11 17/11 27/11
1934. 4/1 11/1 19/1 26/1 2/2 14/2 21/2 1/3 8/3 14/3 23/3 3/4 9/4 14/4 20/4 25/4 30/4 4/5 9/5 15/5 23/5 29/5 2/6 7/6
9/6 11/6 28/6 4/7 9/7 13/7 19/7 27/7 25/7 3/8 10/8
Lloyd's Register Foundation
Total No. of Visits 4/6