

M/S **CHROBRY**

**GDYNIA - AMERICA SHIPPING LINES, LTD.,
WARSAW**



AKTIESELSKABET

**NAKSKOV SKIBSVÆRFT
NAKSKOV**





M/S **CHROBRY**



~~II 02590~~



II 9517

On August 10th 1938 the keel was laid for the motorship "CHROBRY" built by A/s Naskov Skibsværft (Naskov Shipyard) for Gdynia-America Shipping Lines, Warsaw, for this Company's special cargo and passenger service on South America.

The vessel was launched on 24th February 1939 and delivered to her Owners on July 21st 1939 after trial trip.

The principal dimensions of m. s. "CHROBRY" are as follows:

Length	505'—10 ¹ / ₂ "
Breadth	66'—6"
Depth moulded	44'—3"
Gross tonnage	11.442 tons
Nett tonnage	7.106 tons
Deadweight	7.200 tons
Capacity of cargoholds	349.500 cbft.
+ Refrigerated holds	26.800 cbft.
Oil bunkers	1.540 tons
Freshwater	1.523 tons

The propelling machinery consists of:

2 Burmeister & Wain 8-cylinder, double-acting, 2-stroke motors which at 135 rev./min. develop in all 12.200 I. H. P.

The auxiliary machinery consists of:

3 Burmeister & Wain 6-cylinder, single acting, 2-stroke motors, each coupled with a 450 kW dynamo.

The contract speed is 17 knots with ship in loaded condition.

Den 10. August 1938 blev Kølen lagt til Motorskibet „Chrobry“, som er bygget af A/s Naskov Skibsværft til Gdynia-America Shipping Lines Ltd., Warsaw, til dette Selskabs Passagerrute paa Sydamerika.

Den 24. Februar 1939 løb Skibet af Stabelen, og den 21. Juli 1939 blev Skibet efter tilendebragt Prøvetur afleveret til Rederiet.

„Chrobry“'s Hoveddimensioner er følgende:

Længde	505'—10 ¹ / ₂ "
Bredde	66'—6"
Sidehøjde	44'—3"
Br. Tonnage	11.442
Nett. Tonnage	7.106
Dødvægt	7.200 Tons
Lastrums Kapacitet ...	349.500 Cbf + 26.800 Cbf. Fryselast
Brændselsoliebeholdning	1.540 Tons
Ferskvandsbeholdning	1.523 Tons

Hovedmaskineriet består af:

2 Burmeister & Wain 8-cylindrede, dobbeltvirkende 2-Takts Motorer, der ved 135 O/M. tilsammen udvikler 12.200 I. H. K.

Hjælpemaskineriet består af:

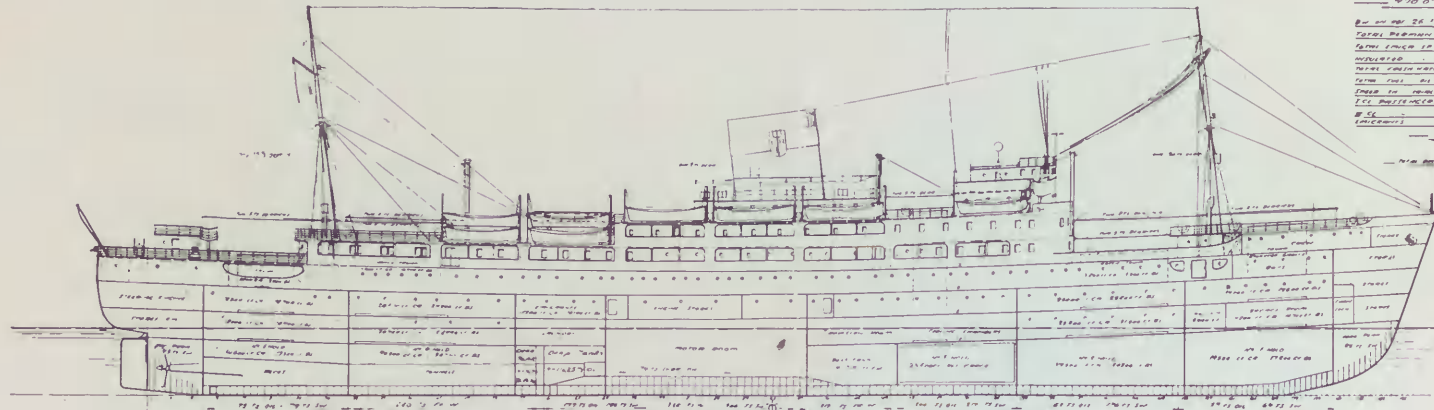
3 Stk. 6-cylindrede, enkeltvirkende B. & W. 2-Takts Motorer, hver koblet med en Dynamo paa 450 KW.

Skibets Fart vil i lastet Tilstand blive 17 Knob.

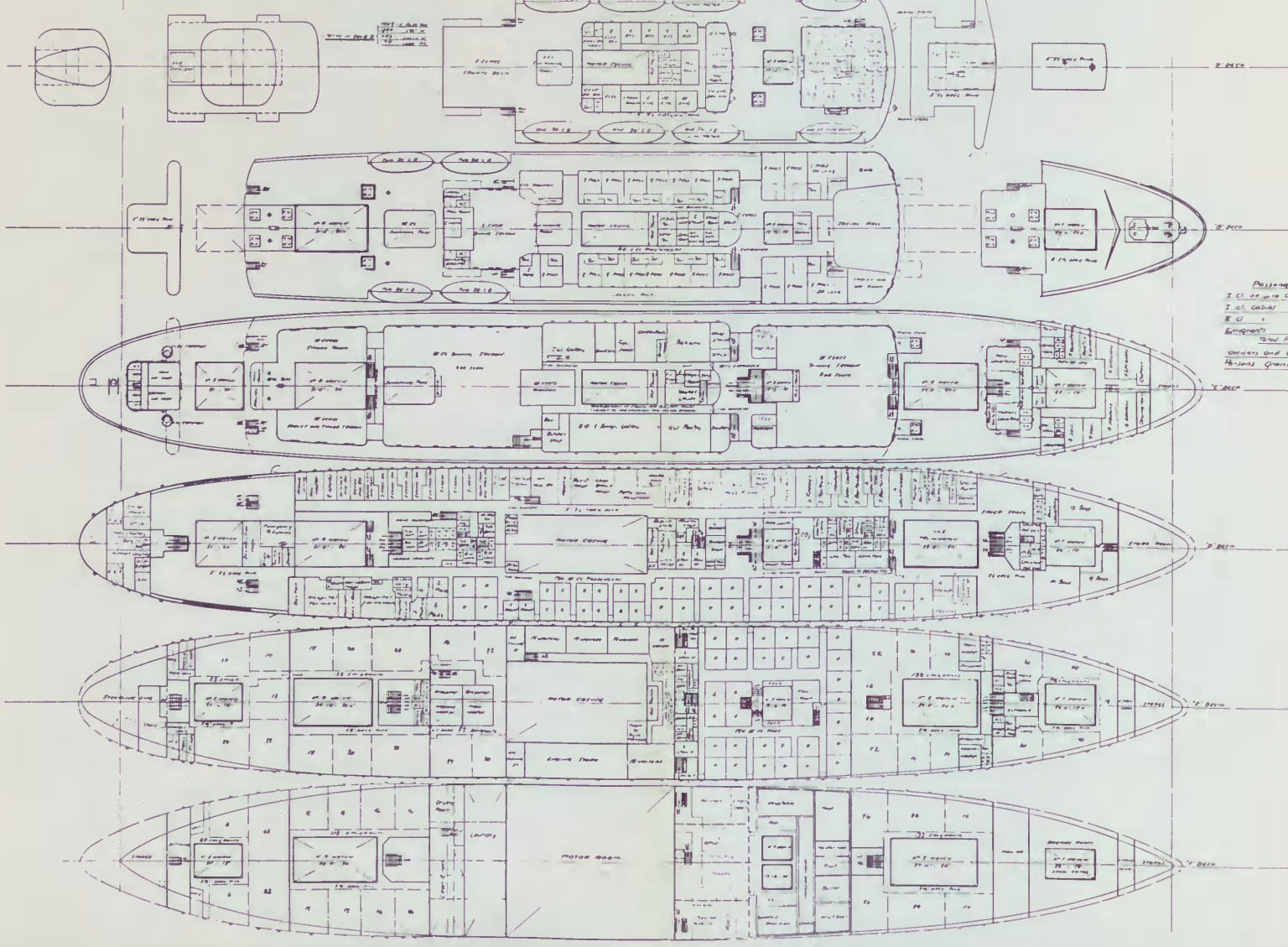
BUILDING NO 89

470'-0" L x 61'-3" B x 28'-3" H

Deck Area	7200 sq ft
Deck Volume	150,000 cu ft
Deck Length	470'-0"
Deck Width	61'-3"
Deck Height	28'-3"
Deck Area	7200 sq ft
Deck Volume	150,000 cu ft
Deck Length	470'-0"
Deck Width	61'-3"
Deck Height	28'-3"
Deck Area	7200 sq ft
Deck Volume	150,000 cu ft
Deck Length	470'-0"
Deck Width	61'-3"
Deck Height	28'-3"



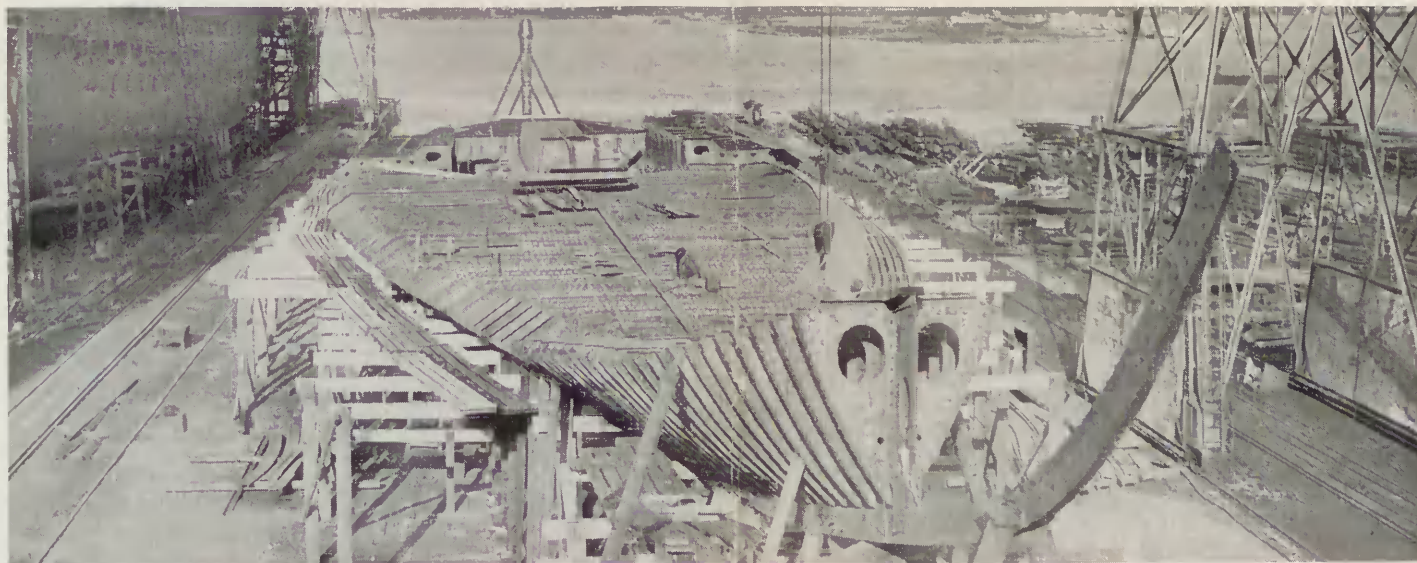
Deck No	Area	Volume	Weight
1	100	1000	1000
2	200	2000	2000
3	300	3000	3000
4	400	4000	4000
5	500	5000	5000
6	600	6000	6000
7	700	7000	7000
8	800	8000	8000
9	900	9000	9000
10	1000	10000	10000
11	1100	11000	11000
12	1200	12000	12000
13	1300	13000	13000
14	1400	14000	14000
15	1500	15000	15000
16	1600	16000	16000
17	1700	17000	17000
18	1800	18000	18000
19	1900	19000	19000
20	2000	20000	20000
21	2100	21000	21000
22	2200	22000	22000
23	2300	23000	23000
24	2400	24000	24000
25	2500	25000	25000
26	2600	26000	26000
27	2700	27000	27000
28	2800	28000	28000
29	2900	29000	29000
30	3000	30000	30000
31	3100	31000	31000
32	3200	32000	32000
33	3300	33000	33000
34	3400	34000	34000
35	3500	35000	35000
36	3600	36000	36000
37	3700	37000	37000
38	3800	38000	38000
39	3900	39000	39000
40	4000	40000	40000
41	4100	41000	41000
42	4200	42000	42000
43	4300	43000	43000
44	4400	44000	44000
45	4500	45000	45000
46	4600	46000	46000
47	4700	47000	47000
48	4800	48000	48000
49	4900	49000	49000
50	5000	50000	50000



Passenger List

1st Class Cabin	100
2nd Class Cabin	200
3rd Class Cabin	300
4th Class Cabin	400
5th Class Cabin	500
6th Class Cabin	600
7th Class Cabin	700
8th Class Cabin	800
9th Class Cabin	900
10th Class Cabin	1000
11th Class Cabin	1100
12th Class Cabin	1200
13th Class Cabin	1300
14th Class Cabin	1400
15th Class Cabin	1500
16th Class Cabin	1600
17th Class Cabin	1700
18th Class Cabin	1800
19th Class Cabin	1900
20th Class Cabin	2000
21st Class Cabin	2100
22nd Class Cabin	2200
23rd Class Cabin	2300
24th Class Cabin	2400
25th Class Cabin	2500
26th Class Cabin	2600
27th Class Cabin	2700
28th Class Cabin	2800
29th Class Cabin	2900
30th Class Cabin	3000
31st Class Cabin	3100
32nd Class Cabin	3200
33rd Class Cabin	3300
34th Class Cabin	3400
35th Class Cabin	3500
36th Class Cabin	3600
37th Class Cabin	3700
38th Class Cabin	3800
39th Class Cabin	3900
40th Class Cabin	4000
41st Class Cabin	4100
42nd Class Cabin	4200
43rd Class Cabin	4300
44th Class Cabin	4400
45th Class Cabin	4500
46th Class Cabin	4600
47th Class Cabin	4700
48th Class Cabin	4800
49th Class Cabin	4900
50th Class Cabin	5000

BUILDING NO 89
 470'-0" L x 61'-3" B x 28'-3" H



The vessel is built for passengers, divided into 3 classes as follows:

I class: 44 persons in 6 cabins-de-luxe and 16 ordinary cabins.

III class: 250 persons in 19 double-cabins and 53 cabins for 4 persons.

Emigrant 804 persons accommodated on tweendeck class: in sections for 12—20 persons.

The ship is built to British Lloyd's highest class and fulfils the rules for passenger-vessels as well as regards floatability, fire-extinguishing and other safety appliances as prescribed in the regulations of International Convention for Safety of Life at Sea. I-class has a roomy dining-saloon panelled in polished Sycamore. The chairs are exceptionally comfortable and covered with leather.

Skibet er indrettet til Passagerer, fordelt i 3 Klasser, nemlig:

I Kl.: 44 Personer fordelt i 6 Luksuskamre og 16 almindelige Kamre.

III Kl.: 250 Personer fordelt i 19 Kamre til 2 Personer og 53 Kamre til 4 Personer.

Emigrant- 804 Personer fordelt paa Mellemdæk i Klasse: Afdelinger paa 12—20 Personer.

Skibet er bygget til British Lloyds højeste Klasse og opfylder Reglerne for Passagerskibe saavel med Hensyn til Flydeevne som Brandslukning og øvrige Sikkerhedsforanstaltninger, alt som fastlagt i International Conventions Regler.

Til I Kl. hører en rummelig Spisesalon udført i po-





The Polish painter Tadeusz Piotrowsky has undertaken the artistical decoration of this saloon.

The I-class public rooms also contain a large Social Hall, a Bar and a Writing Room. These three rooms are located at the forward end of the saloonhouse, and like the dining-saloon very roomy; they are furnished very comfortably and beautifully in accordance with the design of the Owners' architect Mr. Brukalski.

The walls in the Social-Hall are made of silver-plated wood, while the walls of the Writing Room are covered with goatskin decorated by the Polish painter Mr. Karol Krynski, while the walls in the Bar are covered with white linoleum furnished with artistically made intarsions.

In the Ist Class Hall leading into the three above-mentioned rooms and which is panelled in polished elm is seen a large copperrelief of King Chrobry, the first King of Poland, after whom the vessel has been named, and two beautiful intarsions.

All Ist class cabins are furnished very elegantly. Some of the cabins have polished bulkheads, while the remainder have bulkheads covered with tapestry, and each cabin has its own private bath and toilet.

The whole of the Ist class accommodation is provided with a modern air-conditioning plant besides a Thermotank plant built in all over in the accommodation.

For III class passengers are arranged two very large

leret Sycamore Træ. Stolene er særlig bekvemme og betrukket med Læder.

Den kunstneriske Udsmykning af dette Rum er udført af den polske Kunstmaler Tadeusz Piotrowsky. Endvidere hører til I Kl. en stor Social Hall, en Bar og en Skrivestue. Disse 3 Rum, som er anbragt paa Forkanten af Salonhuset, er ligesom Spisesalen meget rummelige og udstyret yderst komfortabelt og smukt efter Anvisning af Rederiets Arkitekt Hr. Brukalski.

Social Hall er udstyret med Vægge af forsølvet Træ, medens Væggene i Skrivestuen er beklædt med Gedeskind, dekoreret med Figurer, udført af den polske Kunstmaler Karol Krynski og Væggene i Baren med hvidt Linoleum, som er forsynet med kunstnerisk udførte Figurer.

I I Kl. Hall, som fører ind til ovennævnte 3 Rum, og som er udført i poleret Elmetræ, findes et stort Kobberrelief af Kong Chrobry, den første polske Konge, efter hvem Skibet er opkaldt, samt 2 smukke indlagte Paneler.

Alle I Kl. Kamre er udstyret meget elegant, dels med polerede Skodder, dels med tapetbeklædte Skodder, og hvert Kammer har sit eget Badeværelse og Toilet. Hele I Kl. er forsynet med et moderne Luftkonditioneringsanlæg, foruden det i hele Skibet indbyggede Thermotanksystem.

Til III Kl. Passagerer er indrettet 2 meget store Spisesaloner, rummende henholdsvis 206 Perso-



Dining Saloons, seating 206 and 244 persons respectively.

The saloons are located in continuation of the extensive galley-accommodation, containing Bakery, Confectionery, Butchery, Scullery, Pantries &c.

The two Dining Saloons are kept in light colours, and in the foremost saloon is built a beautiful altar to be used for catholic divine service.

Aft in the ship are Ladies' Saloon and Smoking Saloon with Bar for III Class Passengers; these rooms have polished hardwood panels and handwoven tapestry.

On the spacious Promenade Decks are two Swimming Pools for I and III class passengers respectively. The III class cabins are all large and airy with ample space for the passengers.

ner og 244 Personer. Disse er anbragt i Forlængelse af den store Kabysindretning, som rummer særskilt Bageri, Konditori, Slagteri, Opvaskerum, Pantries etc.

De 2 Spisesaloner er holdt i lyse Farver, og særlig skal nævnes, at der i den forreste Salon er anbragt et smukt Alter, som kan benyttes til katolsk Guds-tjeneste.

Yderligere findes der 2 Opholdssaloner med tilhørende Bar til Afbenyttelse for III Kl. Passagerer. Paa de rummelige Promenadedæk findes to store Svømmebasiner for henholdsvis I og III Klasses Passagerer.

III Kl. Kamre er alle store og luftige Rum med rigelig Plads til Passagererne. Der findes rindende Vand,

There is running cold and hot water in all cabins, and a large amount of Bath- and Toiletrums.

Special endeavours have been made to give Saloons and Cabins with connecting Corridors the most tasteful and comfortable appearance.

Regarding the arrangement for cargo can be mentioned that the vessel besides the ordinary cargo holds is equipped with two large refrigerated holds for in all 26.800 cbft. for transportation of meat. The cooling machinery has been delivered by Messrs. Thomas Ths. Sabroe & Co., Aarhus.

Also must be mentioned that No. 1 lower-hold is especially arranged for carriage of hides.

The cargoholds are served by steel derricks:

- 10 pcs. of 5 ts. lifting capacity
- 4 pcs. of 8 ts. lifting capacity
- 1 pcs. of 15 ts. lifting capacity
- 1 pcs. of 30 ts. lifting capacity

All winches and windlass are electrically driven and supplied by Messrs. Thomas B. Thrige, Odense.

The vessel's lifeboats consist of 12 pcs. especially heavy 30 ft. boats, each for 98 persons, 2 motor-lifeboats equipped with wireless station and 2 smaller lifeboats especially arranged for speedy use. All lifeboats are equipped with Flemings self-propelling gear.

The nautical equipment comprising gyrocompasses, direction-finder, echo-sounder &c has been delivered by Messrs. Ivar C. Weilbach & Co., Copenhagen.

koldt og varmt, i alle Kamre, og der findes et stort Antal Bade- og Toiletrum.

Der er overalt lagt særlig Vægt paa at udføre Saloner og Kamre med tilstødende Gange saa smagfuldt og komfortabelt som muligt.

Med Hensyn til Skibets Indretning til Last kan nævnes, at det foruden almindelige Lastrum er forsynet med 2 store Kølelastrum paa ialt 26.800 Cbf. til Transport af Kød, Køleanlægget er leveret af A/S Thomas Ths. Sabroe & Co., Aarhus, samt at No. 1 Underlast er særlig indrettet for Transport af Huder.

Lastrummene betjenes af Staalladebomme,

- 10 Stk. med 5 Tons Løfteevne,
- 4 Stk. med 8 Tons Løfteevne,
- 1 Stk. med 15 Tons Løfteevne,
- 1 Stk. med 30 Tons Løfteevne.

De elektrisk drevne Dækspil samt Ankerspillet er alle leveret af Thomas B. Thrige, Odense.

Skibets Redningsbaade bestaar af 12 Stk. særlig svære 30 Fods Baade til 98 Personer hver, samt 2 Motorredningsbaade forsynet med Radiostation, og 2 mindre Redningsbaade særlig indrettet til hurtig Brug. Alle Redningsbaade er forsynet med Flemings selfpropelling gear.

Det nautiske Udstyr, som omfatter Gyrokompasser, Radiopejleapparat, Ekkolod etc., er leveret af Iver C. Weilbach & Co. i København.





BIBLIOTEKA

Centralnego

Muzeum

Morskiego

w Gdańsku

II 9517