

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office TUE. AUG. 22. 1911

State if Report is also sent on the Machinery of the Vessel *Yes.*

Date of completion of report *August 19th* Port of *Antwerp* No. *9398.*
 Survey held at *Hoboken Antwerp* Date, First Survey *August 9th* 1911.
 On the *Screw Steamer "Poly"* Rig *Schooner.*

CLASS *100 A. 1.* FEET. Master *L. P. Larsen*
 Breadth (greatest moulded) *30' 4 1/2"* Year of appointment *(1) As Master in service of owner of present vessel:—1911*
 Depth, at middle of length from top of keel to top of upper deck beams at side *15' 4 1/4"* *(2) As Master of this vessel 1911.*
 Transverse Number *46 146*
 Length on deck from fore part of stem to after part of stern post *208' 0"*
 Longitudinal Number *9598368*
 Depth "d," at middle of length (See Secs. 2 & 13) *12' 9"*
 Proportions—Depths to Length—Upper Deck Beam at side to top of keel *13' 4 1/4"*
 " " Long Bridge Deck Beam at side to top of keel *9' 2 1/2"*
 Destined Voyage *Dantzig* If Surveyed while Building, Afloat, or in Dry Dock *While Building and afloat.*

Built at *Hoboken Antwerp.*
 When built *1911.* Launched *July 15th 1911.*
 By whom built *Antwerp Engineering Co. Ltd.*
 Owners *Dampskibsselskabet "Hellerup"*
 Managers *J. Lawitzgen.*
 (Where necessary to be entered in Reg. Book)
 Residence *Esbjerg*
 Port belonging to *Esbjerg.*

REGISTERED TONNAGE	LENGTH on Deck as per Rule	BREADTH Moulded	DEPTH, ACTUAL	No. of Decks with flat laid	No. of Tiers of Beams
<i>553.82</i>	<i>208 0</i>	<i>30 8 1/4</i>	<i>13 3</i>	<i>one</i>	<i>one</i>

Dimensions of Ship per Register, Length <i>204.8</i> breadth <i>30.9</i> depth <i>13.3</i>		Moulded depth, ft. <i>22</i> ins. <i>5</i> To Bridge Dk. Round of Upper Dk. Beam, Actual <i>7 1/2</i> ins.	
		Moulded depth, ft. <i>15</i> ins. <i>5</i> To Upper Dk.	

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appr.	Inches per Rule vnd.
FRAME, Angles, or <i>E or L</i> Bars amidships <i>Angles</i>	<i>5 1/2</i>	<i>3</i>	<i>38</i>	<i>5 1/2</i>	<i>3</i>
Do. in peaks	<i>5</i>	<i>3</i>	<i>36</i>	<i>5</i>	<i>3</i>
Do. in way of Double Bottoms at Solid Floors...	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>3</i>
" " at intermdt. Bkts.					
Spacing of Frames from centre to centre amidships	<i>22 1/2</i>			<i>22 1/2</i>	
" " length to Collision bulkhead					
" " in peaks.					
REVERSED FRAME, Angles.	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>3</i>
Do. in way of Double Bottoms at Solid Floors...					
" " at intermdt. Bkts.					
FRAMING, depth of girder					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{4}$ length amidships...					
" in way of Engine and Boiler Spaces					
" thickness at the ends of vessel					
" depth at $\frac{3}{4}$ the half breadth, as per Rule					
" height extended at the Bilges					
FLOORS & BRACKETS in Cell Dble Bottoms					
" state if flanged (top & bottom)	<i>2nd flanged</i>			<i>22 1/2</i>	
" Spacing	<i>32</i>	<i>40</i>	<i>32</i>	<i>40</i>	
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	<i>5</i>	<i>5</i>	<i>48</i>	<i>5</i>	<i>48</i>
" Angles, Top	<i>5</i>	<i>5</i>	<i>60</i>	<i>5</i>	<i>60</i>
" Bottom	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>30</i>
" to Floors	<i>30</i>			<i>30</i>	
SIDE GIRDERS, number on each side & thickness	<i>2nd flanged</i>				
" state if flanged (top and bottom)	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>30</i>
" Angles (top and bottom)	<i>2 1/2</i>	<i>2 1/2</i>	<i>30</i>	<i>2 1/2</i>	<i>30</i>
" to Floors	<i>2 1/2</i>	<i>30</i>		<i>2 1/2</i>	<i>30</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>2 1/2</i>	<i>3 1/2</i>	<i>21</i>	<i>3 1/2</i>	<i>34</i>
" Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>34</i>
" Floors	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>30</i>
" Height of Brackets above at bilge	<i>8</i>			<i>8</i>	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>5 1/2</i>	<i>50</i>	<i>38</i>	<i>5 1/2</i>	<i>38</i>
" in Engine and Boiler space	<i>5 1/2</i>	<i>50</i>	<i>38</i>	<i>5 1/2</i>	<i>38</i>
" Remainder in Holds	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>34</i>
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>34</i>
" Angles on upper edge					
" In way of Long Bridge					
" Spacing	<i>22 1/2</i>			<i>22 1/2</i>	
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel					
" Angles on upper edge					
" Spacing	<i>22 1/2</i>			<i>22 1/2</i>	
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>4</i>	<i>2 1/2</i>	<i>30</i>	<i>4</i>	<i>30</i>
" Angles on upper edge					
" Spacing	<i>22 1/2</i>			<i>22 1/2</i>	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5</i>	<i>3</i>	<i>34</i>	<i>5</i>	<i>34</i>
" Angles on upper edge					
" Spacing	<i>22 1/2</i>			<i>22 1/2</i>	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>7</i>	<i>3</i>	<i>44</i>	<i>7</i>	<i>44</i>
" Angles on upper edge					
" Spacing	<i>45</i>			<i>45</i>	

PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appr.	Inches per Rule vnd.
PILLARS, In 'tween Deck, size and spacing					
" " Hold	<i>3" dia.</i>	<i>Spaced 45" apart</i>			
" Quarter 'tween Dks.					
" in Hold					
KEELSONS & STRINGERS.					
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" Rider Plate					
" Flat Plate Keel Angles					
" Horizontal Plates on Floors					
" Angles or Bulb Angles					
SIDE KEELSONS, Number					
" Angles or Bulb Angles					
" Plate above floors, for length					
" Intercoastal Plate, for length					
" Attached to outside Plating with Angle					
BILGE KEELSON, Angles					
" Intercoastal Plate for length					
" Attached to outside Plating with Angle					
SIDE STRINGERS, Number	<i>4</i>	<i>3</i>	<i>36</i>	<i>4</i>	<i>36</i>
" Angle					
" Intercoastal Plate, for full length	<i>3</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>34</i>
" Attached to outside plating with Angle					
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	<i>50</i>	<i>44</i>	<i>50</i>	<i>44</i>	
" br'dth & thickness (in way of Bridge)	<i>50</i>	<i>34</i>	<i>50</i>	<i>34</i>	
" Angle (clear of Bridge)	<i>4 x 4</i>	<i>5 1/2</i>	<i>4 x 4</i>	<i>5 1/2</i>	
" Tie Plate at sides of Hatchways					
Deck * <i>From</i> Steel, for full lng.		<i>30</i>		<i>30</i>	
" Thickness (clear of Bridge)					
" (in way of Bridge)		<i>28</i>		<i>28</i>	
Wood Deck. Material & thcknss					
Second Deck Stringer Plate, br'dth & thickness					
" Angles on ditto, No.					
" Tie Plates outside Hatchways					
Deck * Iron or Steel, for lng.					
Wood Deck. Material & thickness					
Third Deck Stringer Plate, br'dth & thickness					
" Angles on ditto, No.					
" Tie Plates, outside Hatchways					
Deck * Material and thickness					
Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Angles on ditto, No.					
" Tie Plates outside Hatchways					
" Deck. Material & thickness					
Poop Deck Stringer Plate, breadth & thickness	<i>18</i>	<i>28 1/2</i>	<i>18</i>	<i>28</i>	
" Angle on ditto	<i>3 x 3</i>	<i>28 1/2</i>	<i>3 x 3</i>	<i>28</i>	
" Tie Plates					
Deck. Material and thickness		<i>25</i>		<i>25</i>	
Bridge Deck Stringer Plate, br'dth & thickness	<i>54</i>	<i>36</i>	<i>54</i>	<i>36</i>	
" Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>44</i>	<i>3 1/2 x 3 1/2</i>	<i>44</i>	
" Tie Plates					
Deck. Material and thickness		<i>25</i>		<i>25</i>	
Forecastle Deck Stringer Plate, br'dth & th'kns	<i>18</i>	<i>28 1/2</i>	<i>18</i>	<i>28</i>	
" Angle on ditto	<i>3 x 3</i>	<i>28 1/2</i>	<i>3 x 3</i>	<i>28</i>	
" Tie Plates		<i>30</i>		<i>30</i>	
Deck. Material and thickness		<i>23 1/4</i>		<i>23 1/4</i>	

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

[illegible]

EQUIPMENT No. 10416										LETTER L.										ANCHORS.										TONNAGE U. D.K. OR PLATING No. FOR TRAWLERS.									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.				WEIGHT OF STOCK.				TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.				Description of Anchor.				Makers.		Where and when tested and Superintendent.													
				Owts.		qrs.		lbs.		Owts.		qrs.		lbs.		Tons.		Owts.		qrs.		lbs.																	
37832		1st Bower		20		1		14		21		1		2		7		21		1		0		Sykes Britannic		R. Sykes & Son Ltd. Lipton 19/7/11. J. M. Purcell.		12/7/11.		"									
37498		2nd "		20		1		7		20		19		1		14		21		1		0		"		"		27/7/11. C. S. Perrin.		"									
37859		3rd "		19		3		7		20		10		2		14		18		0		0		"		"		"		"									
4th "				60		2		0										60		2		0		Anchor Heads Certified to J. Meijer & P. Abel.															
34495		Stream		5		3		0		1		2		0		8		0		2		4		5		3		0		Ordinary									
37496		Kedge		2		3		7		0		3		0		5		5		0		0		2		3		0		"									
CHAIN CABLES.																														HAWERS AND WARPS.									
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and size supplied.		Breaking Test of Steel Wire Towline.		Length and size per Table 31.															
		Length. Diam.		Statu- Break- ing.		Supplied.		Per Rule.		Length. Diam.										Fathoms. Ins.		Fathoms. Ins.		Fathoms. Ins.															
1110		135 13/8		34 31		181-2-14						Steel		R. Sykes & Son Ltd. Cardiff 3/7/11 J. M. Purcell.				TOWLINE		90 2 1/2		18 1/2		90 2 1/2															
39085		155 13/8		34 31		181-2-14						Link		"		Lipton 12/7/11. Purcell.				HAWERS & WARPS		90 2 1/2		18 1/2															
1103		155 13/8		34 31		181-2-14																90 2 1/2		18 1/2															
Steel Stream		60 3/4		2 1/2																		180 5 Manila		90 2 1/2															
Steel Wire																																							
Boats Two Lifeboats and one other. Steering Gear, Steam Yes. Steering Gear, Hand Yes.																																							
Pumps, Number One Donor Diameter of Barrel 4 1/2" State whether they are in efficient working order Yes.																																							
Windlass is Steam and Hand by Donor Capstan																																							
Engine Room Skylights.—How constructed? Steel plates & angles. What arrangements for deadlights in bad weather? Steel plates.																																							
Coal Bunker Openings.—How constructed? Steel plates & angles. How are lids secured? Plates & battens. Height above deck? 18".																																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 scuppers in fore well. 6 freeing ports in fore well 2-1/2 x 2-0. 2-4 x 2-0.																																							
Ceiling in Holds, thickness and material in way of hatchways only 2 1/2" w.p. Cargo Battens, thickness and material 2" w.p.																																							
Cargo Hatchways.—How formed? Steel plates & angles. Crumblings 42" above deck. Hatches, If strong and efficient? Yes. 3" thick.																																							
State size No. 1 Hatch (Forward) 18-9 x 14-0 No. 2 Hatch 20-7 1/2 x 14-0 No. 3 Hatch 22-6 x 14-0 No. 4 Hatch																																							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 4 web plates 4 beams in hold fore & after. 3 in No. 1 hatch 16 x 12 x 3/4. 2 in No. 2																																							
Bulwarks, height above deck and description 48". Steel plating 25". Main Rail, material and size Patent bar 6 1/2 x 3".																																							
The foregoing is a correct description. Shipbuilder's Signature W. S. H. J. M. Surveyor's Signature J. M. Purcell. Surveyor to Lloyd's Register of British and Foreign Shipping.																																							
Builder's Signature (here only) W. S. H. J. M.																																							
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)																																							
M. 6/11/10. 22/11/10.																																							
Workmanship. Are the butts of plating planed or otherwise fitted? Planed.																																							
Is the riveted work properly closed? Yes.																																							
Are the liners between the frames and plates solid single pieces? Yes. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? A few only.																																							
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes. State results of tests Satisfactory.																																							
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfactory.																																							
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfactory.																																							
General Remarks (State quality of workmanship, &c.) The workmanship throughout is good.																																							
This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates, and in general conformity to the Rules for the Class Contemplated.																																							
This vessel is a sister vessel to the same Builders Yards No 52. S.S. "Riga" Antwerp Apt No 9338.																																							
Copy of the approved Midship Section with Profile & deck plans and three Casting certificates are enclosed herewith.																																							
The Surveyor should state the Number of Report and Name of any Sister Vessel.																																							
The amount of Entry Fee 3/50 76- : Fees applied for, 19/8 19/11.																																							
Special Survey Fee..... 3/50 975- : Received by me, 22.8.1911.																																							
Travelling Expenses, if any 2 : : : : Certificate to be sent to Antwerp Date of issue 25.8.11																																							
State whether the Vessel has been built under Special Survey Built under Special Survey.																																							
I am of opinion this Vessel should be Classed + 100 A.1.																																							
With, or without Freeboard, as condition of Class without Freeboard.																																							
Committee's Minute FRI. AUG. 25. 1911																																							
Character assigned 100A1																																							
Lloyd's at 8.11																																							
M.																																							

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29 ft., R.Q.D. ☒ ft., Bridge 60 ft., Forecastle 26 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated -

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 dk (Stl.)

Official No. _____; Signal Letters _____ State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside Portland Cement and Paint. Outside Paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular system.

Where Fitted.	•Length. Feet.	Water Capacity. Tons.	Where Fitted.	•Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>46-9"</u>	<u>46</u>	Fore peak tank,	<input checked="" type="checkbox"/>	<u>24</u>
Double bottom, under Engines and Boilers,			After peak tank,	<input checked="" type="checkbox"/>	<u>21.</u>
Double bottom, if under Engines only,	<u>22-6</u>	<u>35</u>	Deep tank, aft,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, if under Boilers only,			Deep tank, forward,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, forward,	<u>89-9.</u>	<u>131.5</u>	Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Total capacity of double bottom	<u>212.5</u>	(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules Yes.

Order for Special Survey No. 58.

Date 28/11/0.

No. 53. in builder's yard.

DATES OF SURVEYS held while building

Feb. 9, 23. March 3, 11, 28. April 5, 11, 15, 20, 29. May 3, 23. June 9, 14, 23.
July. 3, 13, 14, 15, 20 August 1, 2, 4, 6 and 9.

Total No. of Visits 25.

Surveyor's Signature

Norman D. McClelland.

Lloyd's Register
Foundation