

## STEEL STEAMER or MOTORSHIP.

16 JAN 1933

Received at London Office

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 7th January, 1933.Port of HamburgNo. 20623Survey held at KielDate First Survey 5th January, 1931. Last Survey 3rd January 1933.On the (State if Machinery Fitted Aft and (If Single, Twin or Triple Screw) Steel Twin Sc. Motor vessel "Geo. W. McKnight" Machinery aft.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling, Petrol in Bulk, Longit. Framing. State Type of Erections Pop. Bridge, ECH.TONNAGE under 11763.42  
Tonnage Deck...CLASS +100 A 1State if with freeboard  
as condition of Class no  
FEET.Built at KielDo. of space or spaces  
between Tonnage Dk.  
and Upper Dk. 1Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a) L 520.0Launched 17th Aug. 1932. Yard No. 517.Total 1Breadth (greatest moulded) ..... B 70.0Builders Fried. Krupp, Germaniawerft A.G.Gross Tonnage 12442.02Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) ..... D 38.75Owners Baltisch-Amerik. Petrol Imp. G.m.b.H.Register Tonnage 7097.171st Longitudinal Number (L x D) ..... = 20150Managers Waried Tankschiff Rederei G.m.b.H.  
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) ..... = 56550Residence Danzig.REGISTERED DIMENSIONS.  
m = FEET.Length 159.01 = 521.70Framing Depth "d," at middle of length. See  
Sec. 3 (1d) ..... 4Port of Registry Danzig.Breadth 21.45 = 70.38Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel ..... 13.42

If surveyed while building, afloat, or in dry dock

Depth 11.79 = 38.68Do. Long Bridge to top  
of keel ..... 7Draught Moulded ..... 30'-3 1/2"While building, Stocks-afloat, Dry-dock.

## 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 ..... <u>7ft</u>	760	✓	Bracket Floors, Frame .....	✓	✓
" " from 3/4 length to Collision bulkhead.....	665	✓	" " Reversed Frame .....	✓	✓
" " in peaks.....	610	✓	" " Vertical Struts .....	✓	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1800 x 16.5	✓
Frame Amidships, Angle, E or [ <u>7ft 5</u>	250 90 11	✓	" " top Angles .....	90 90 14	✓
" " Extends up to <u>7ft</u>	Upper-deck	✓	" " bottom Angles .....	130 130 16-14	✓
" " Forw. <u>2nd Deck</u>		✓	Side Girders, No. each side and thickness <u>4-7.5</u>	13.5	✓
Reversed Frame Amidships, Angle .....	✓	✓	Margin Plate depth (excl. of flange) and thickness .....	✓	✓
" " Extends up to...	✓	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem .....	✓	✓
Depth of Framing Girder.....	✓	✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem .....	✓	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or [ <u>Forw.</u>	300 90 13	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	✓	✓
" " Second 'tween Decks, Angle, E or [	✓	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem.....	✓	✓
" " Third " " " "	✓	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	✓
Framing in Peaks, Angle or [ <u>Forw. 2nd Dk.</u>	250 90 11	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships .....	22 x 130	✓	Breadth and thickness of Middle Line Strake ... Under Motors	1900 x 13-16	✓
State if Frame Joggled <u>not joggled</u>	22 x 120	✓	Thickness of remainder in Holds .....	30	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <u>Forw. Deep Tank.</u>	4 Tiers of Beams. 7 Side Stringers	✓	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.	✓
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars .....	Strong Frames 3 side Stringers 3 Bottom Strake strengthened. 2 Bottom String Strong Bottom Frames.	✓	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	200 90 12-10	✓
Floors, Depth and thickness at mid-line in Holds <u>Forw. of Oil Tanks</u>	3050 x 11.5	✓	" " in way of Bridge, Angle, E or [ <u>Forw.</u>	230 90 11	✓
Height of Brackets at side above base line at toe of frame .....	✓	✓	" " Spacing ..... <u>7ft</u>	200 90 12	✓
Middle Line Keelson, on Floors, Angles, E or [ <u>Forw.</u>	Centre B'd.	✓	" " Forw. <u>665 - 610</u>	760 - 610	✓
" " Through Plate or Intercoastal Plate...	1400 x 11.5	✓	Second Deck, amidships, Angle, E or [	230 90 11	✓
" " In Tanks: Foundation Plate on Floors <u>Top</u>	180 90 10	✓	" " Spacing.....	200 90 12	✓
" " 2 Flat Plate Keel Angles	100 100 14	✓	" " Third Deck, amidships, Angle, E or [ <u>7ft</u>	230 90 11	✓
Side Keelsons, No. each side <u>Forw.</u>	Two	✓	" " Spacing.....	200 75 10.5	✓
" " thickness of Intercoastal Plate...	11.5	✓	" " Second Fourth Deck, amidships, Angle, E or [ <u>Forw.</u>	250 90 13-11	✓
" " Angles ..... <u>2</u>	100 100 14	✓	" " Spacing.....	230 90 13	✓
DOUBLE BOTTOM.			" " 665 - 610	665 - 610	✓
Solid Floors, thickness and spacing .....	12-13.5 x 760	✓	Poop Deck, Angle, E or [	200 75 11	✓
" " Are Frame and Reversed Frame joggled?.....	no	✓	" " Spacing.....	180 75 10	✓
Bracket Floors, breadth and thickness at middle line.....	✓	✓	" " 760	760	✓
" " breadth and thickness at margin plate.....	✓	✓	Bridge Deck, Angle, E or [	Longit.	✓
			" " Spacing.....	✓	✓
			Forecastle Deck, Angle, E or [	200 90 13-10	✓
			" " Spacing .....	665 - 610	✓



## PILLARS AND DECKS.

[illegible]

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>not.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.	
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL .....	<i>14.22</i>	<i>25.4</i>	<i>21.8</i>	<i>21.8</i>	<i>Y.</i>	<i>Double</i>	<i>28</i> <i>25</i>	<i>110</i> <i>100</i>	<i>3</i>	<i>28</i> <i>25</i>	<i>125</i> <i>110</i>	<i>Double Straps</i>
„ DBLG. (if any)	<i>X</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>
BOTTOM PLATING, No. of Strakes ..... <i>4</i> .....		<i>21.5</i>	<i>21.25</i> <i>17.0</i>	<i>14.26</i> <i>19</i>	<i>Y.</i>	<i>Double</i>	<i>25</i> <i>22</i>	<i>100</i> <i>88</i>	<i>5-3</i>	<i>25</i> <i>22</i>	<i>110</i> <i>77</i>	<i>Lapped.</i>
		<i>21.5</i>	<i>15.5</i>	<i>16</i>	<i>X</i>	<i>"</i>	<i>25</i> <i>22</i>	<i>100</i> <i>88</i>	<i>5-3</i>	<i>25</i> <i>22</i>	<i>110</i> <i>77</i>	<i>"</i>
BILGE PLATING, No. of Strakes ..... <i>2</i> .....		<i>21.5</i>	<i>15.5</i>	<i>16</i>	<i>X</i>	<i>"</i>	<i>25</i> <i>22</i>	<i>100</i> <i>88</i>	<i>5-3</i>	<i>25</i> <i>22</i>	<i>110</i> <i>77</i>	<i>"</i>
SIDE PLATING, No. of Strakes ..... <i>4</i> .....		<i>17.25</i>	<i>13.25</i>	<i>13.25</i>	<i>Y.</i>	<i>Treble</i>	<i>22</i>	<i>77</i>	<i>4-3</i>	<i>22</i>	<i>88</i> <i>77</i>	<i>"</i>
UPPER DECK, Sheer- strake in <del>Wells</del> .....	<i>1372</i>	<i>28.0</i>	<i>14</i>	<i>18.5</i>	<i>Y.</i>	<i>Double</i>	<i>28</i> <i>22</i>	<i>110</i> <i>88</i>	<i>3</i>	<i>28</i> <i>22</i>	<i>125</i> <i>77</i>	<i>Double Straps</i> <i>Lapped</i>
UPPER DECK, Sheer- strake in Bridge ...)		<i>33.5</i>	<i>Y.</i>	<i>33.5</i>	<i>Y.</i>	<i>"</i>	<i>28</i>	<i>110</i>	<i>4</i>	<i>28</i>	<i>125</i>	<i>Double Straps</i>
STRAKE BELOW Sheer- strake in <del>Wells</del> .....)		<i>23.5</i>	<i>14</i>	<i>18.5</i>	<i>Y.</i>	<i>"</i>	<i>25</i> <i>22</i>	<i>100</i> <i>88</i>	<i>3</i>	<i>28</i> <i>22</i>	<i>125</i> <i>77</i>	<i>Double Straps</i> <i>Lapped</i>
STRAKE BELOW Sheer- strake in Bridge ...)		<i>23.5</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>"</i>	<i>25</i> <i>22</i>	<i>100</i> <i>88</i>	<i>3</i>	<i>28</i>	<i>125</i>	<i>Double Straps</i>
POOP SIDE PLATING .....		<i>Y.</i>	<i>Y.</i>	<i>11.5</i> <i>15.5</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>2</i>	<i>22</i> <i>19</i>	<i>77</i> <i>66</i>	<i>Lapped.</i>
BRIDGE SIDE PLATING ...		<i>11.5</i> <i>15.5</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>Y.</i>	<i>2</i>	<i>22</i> <i>19</i>	<i>77</i> <i>66</i>	<i>"</i>
FOREC'TLE SIDE PLATING		<i>Y.</i>	<i>11.5</i> <i>14.0</i>	<i>Y.</i>	<i>Y.</i>	<i>Single</i>	<i>19</i>	<i>66</i>	<i>2</i>	<i>22</i> <i>19</i>	<i>77</i> <i>66</i>	<i>"</i>

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c).....15

„ Deck next below.....1

As per Rule.....yes, as approved.

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> ..... <i>Plate</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<b>STEM</b> .....	<i>Forging</i>	<i>280-80</i>	<i>Hoersch</i>	<i>Cöln.</i>
<b>STERN FRAME</b> {	Propeller Post .....	<i>Casting</i>	<i>channel as appr.</i>	<i>Krupp</i>
	Rudder " .....	<i>Forging</i>	<i>265 dia</i>	<i>" "</i>
<b>RUDDER—A × D</b> .....	<i>19.2 × 0.68 =</i>		<i>13.01</i>	<i>3</i>
<b>Speed of Vessel</b> .....	<i>12.5</i>			
<b>RUDDER</b> mainpiece at head ...	<i>Forging</i>	<i>295 dia</i>	<i>Krupp</i>	<i>Essen</i>
" " heel ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
" how constructed .....	<i>Simplex Balance Rudder.</i>			
" double or single plate	<i>Double Plate</i>			
" coupling, vertical or horizontal .....	<i>Electr. welded.</i>			
	<i>Horizontal 77 6 Bolts 90 dia.</i>			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S.M. open hearth Process*  
*Mitteldeutsche Stahlwerke-Brandenburg; Dortmunder Union; Hoerder Verein; Thyssen-*  
*Mülheim; Gutehoffnungshütte; Aug. Thyssen-Hamborn; Mannesmann-Röhrenwerke.*  
 Has the Steel been tested as required by the Rules? *Yes, as approved by the Germ. Lloyd.*







**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.)

All Steel Material used in the Construction of this vessel have been made at works approved and tested to the Society's Rules by the Germanischer Lloyd. The Anchors and Cables have been compared with certificates and were found in order. -  
The Freeboard approved by the Committee have been marked on the vessels sides, verified and cut in. (Danzig letters)  
The draft corresponding to the assigned Summer freeboard is 30'-5 1/4" as given in the Builders Deadweight and Displacement Scale. -  
General Equipment examined and found satisfactory. -  
The approved plans are being retained for use in connection with the Sister vessel, Germaniawerft No 518. -  
Copies of approved plans are in the London Office. -

Attached: Interims Certificate  
3 Test Certificates  
Particulars of Longitudinal Framing.

*P. G. Kiers.*

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

1st Bower 1748: Head 4323 - 57.2.12 - 12 Feet; Shank 2 - 33.3.17 - 12 Feet. Düs. 10.32. M. Berg.  
2nd " 1749: Head 4322 - 57.0.17 - 12 Feet; Shank 1 - 34.1.7 - 12 Feet. Düs. 10.32. M. Berg.  
3rd " 1750: Head 4324 - 58.1.27 - 12 Feet; Shank 4 - 34.0.26 - 12 Feet. Düs. 10.32. M. Berg.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 54.85 ft., R.Q.D. ☒ ft., Bridge 40.0 ft., Forecastle 39.1 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) One Steel Deck.  
2nd Steel Deck in Fore Hold - 2nd and 3rd Steel Deck aft. -

Official No. ☒ ; Signal Letters H. G. N. L. Is bottom of Vessel coated with cement no if not give particulars of composition Large tanks not coated. Peaks & d.b. tanks Cement & Bitumastic. All other parts painted. -

**PARTICULARS OF WATER BALLAST.—**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	26.0	285
Double bottom, under Engines and Boilers,			After peak tank,	27.0	230
Double bottom, if under Engines only, <u>aft</u>	77.0	228	Deep tank, aft, <u>Cofferdam</u>	4.0	300
Double bottom, if under Boilers only,			Deep tank, forward,	35.0	972
Double bottom, forward,			Other tanks, if fitted,	18.0	1346
		Total capacity of double bottom <u>228</u>	(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. ?

Date 14. Nov. 1930.

Dates of Surveys held while building

1931: Jan. 5 - March 13 - Sept. 14. 18. 21 - Oct. 7. 9. 12. 14. 16. 20. 23. 27. 30 - Nov. 3. 6. 13. 17. 20. 24. 26. 27. 30 - Dec. 2. 7. 8. 10. 11. 17. 21. 29. - 1932: Jan. 5. 8. 12. 15. 19. 22. 26. 29. - Feb. 2. 5. 9. 12. 16. 19. 23. 25 - March 1. 4. 8. 11. 15. 18. 22. 29 - April 1. 5. 8. 12. 19. 22. 26. 29 - May 3. 6. 10. 13. 18. 24. 27. 31 - June 3. 7. 10. 14. 17. 22. 24 - July 5. 8. 12. 15. 19. 22. 25. 29 - Aug. 2. 5. 8. 12. 17. 18 - Sept. 9. 16. 21. 27 - Oct. 14. 19. 24 - Nov. 2. 4. 8. 11. 15. 18. 22. 25 - Dec. 2. 6. 9. 13. 15 - 1933: Jan. 3.

Total No. of Visits 115



Rpt. 1\*.

G.W. Kiel No 517.

## PARTICULARS OF LONGITUDINAL FRAMING. "Geo. W. McKnight."

## FRAMING.

AMIDSHIPS.

ENDS.

AMIDSHIPS.

ENDS.

RIVETING.

In Ship.

In Ship.

Per Rule or as approved.

Per Rule or as approved.

Rivets in Longitudinal Frames.

Spacing of Rivets on each side of Transverses and Bulkheads.

Rivets in Brackets to Bulkheads.

Ins. Ins. Ins.

Ins. Ins. Ins.

Ins. Ins. Ins.

Ins. Ins. Ins.

Ins. Ins.

Ins. Ins.

Number. Diameter.

Framing of L, L or C

Frames in Bridge 'tween Decks

Frames from Uppermost Continuous Deck

No. 1

" 2

" 3

" 4

" 5

" 6

" 7

" 8

" 9

" 10

" 11

" 12

" 13

" 14

" 15

" 16

" 17

" 18

Spacing of Longitudinal Frames

Amidships

At Ends

Double Bottoms L, L or C

Tank Top Longitudinals

Bottom

Spacing of Longitudinals

Amidships

At Ends

## Transverses.

In Bridge 'tween Decks

Depth and Thickness

Face Angles

Lugs to Shell

In Upper 'tween Decks

Depth and Thickness

Face Angles

Lugs to Shell

In Hold.

Depth and Thickness

Face Angles

Lugs to Shell

Brackets

Spacing of Transverse Frames

Rivets in Lugs to Shell Diam. Speng.

%

%

%

%

%

%

%

%

%

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%

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%

%

%

%

Longitudinal Beams of L, L or C

Bridge Deck

Upper

Second

Third

Spacing.

Transverse

Beams.

Beams.

Beams.

Beams.

Beams.

Beams.

Beams.

Beams.

Beams.

Beams.

Beams.

Beams.

In Ships.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

As approved.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

Plate. Angles.

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

5c.11.24.—T.

of Test.

002385-002400-0162 3/3

Lloyd's Register