

WRECK
SECTIONWRECK
SECTION

No. 2605

No. 2605
SAT. 15 FEB 19081 or 2 Dks., R.Q.Dk., ~~IRON OR STEEL STEAMER.~~

and Pt. Awng. Dk.

State if Report is also sent on the Machinery of the Vessel *yes*Date of completion of Report *12th February 1908*Date, First Survey *17th July 1907*Port of *Copenhagen*Last Survey *1st February 1908*Rig *Fore & aft Schooner (2 pole masts)*Master *N. Nielsen*

Year of appointment (1) As master in service of owner of present vessel: 1908 (2) As master of this vessel: 1908

Built at *Copenhagen*When built *1908* Launched *12th Decr 1907*By whom built *A. S. Burmeister & Wain, Maskin & Skibbyggeri*Owners *A. S. H. Kirschner*Managers *H. Kirschner*
(Where necessary to be entered in Reg. Book).Residence *Copenhagen*Port belonging to *Copenhagen*Survey held at *Copenhagen*On the *Steel Sc. Sr. Washington (Yard No 261)*TONNAGE under Tonnage Deck... *78.61*Do. of Poop *63.62*Do. of Raised Qr. Dk. or Break... *25.59*Do. of Bridge House *46.76*Do. of Forecastle *16.97*Do. of Houses on Deck *9.62*Do. of excess of Hatchways *881.17*Do. above Crown of Engine Room *44.40*Gross Tonnage *9.62*Less Crew Space *281.97*Less above Crown of Engine Room *21.84*TONNAGE FOR FEES... *532.96*

Less Engine Room

Less Navigation Spaces

ONE OR TWO DECKED VESSEL.

CLASS *100 A1*Half Breadth (moulded) *17.56*Depth from upper part of Keel to top of Main Deck Bms. *15.48*
(with the normal round up of beam)Girth of Half Midship Frame (as per Rule) *30.25*1st Number *63.29*Length on deck from after part of stem to fore part of stern post *215*2nd Number *13607*Proportions—Breadths to Length *6.12*Depths to Length—Main Deck to top of Keel *13.88*Destined Voyage *Grangemouth* If Surveyed while Building, Afloat, or in Dry Dock *While building*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams	Feet.	Inches.	No. of Decks with Flat laid	No. of Tiers of Beams
<i>215</i>	<i>0</i>		<i>35</i>	<i>1 1/2</i>		<i>13 1/2</i>	<i>7 3/4</i>		<i>one</i>	<i>one</i>

Dimensions of Ship per Register, Length, *215' 6"* breadth, *35' 2"* depth, *12' 4"* Moulded Depth, *14' 9 1/4"* Round of Beam, Actual *8 1/2"* ins.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, <i>E or L</i> Bars, for $\frac{1}{2}$ length amidships <i>R. Q. D.</i>	<i>5</i>	<i>3</i>	<i>9</i>	<i>5</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness <i>Flat plate</i>	<i>7 x 2 1/4 - 1 3/4</i>	<i>7 x 2 1/4 - 1 3/4</i>	<i>7</i>	<i>3 1/2</i>	<i>7</i>
Do. for $\frac{1}{2}$ at each end	<i>5</i>	<i>3</i>	<i>8-7</i>	<i>5</i>	<i>3</i>	STEM, moulding and thickness	<i>Sec. Area 34.44</i>	<i>Sec. Area 34.44</i>	<i>34.44</i>	<i>34.44</i>	<i>34.44</i>
Do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	STERN-POST for Rudder do. do.	<i>5 1/4</i>	<i>5 1/4</i>	<i>5</i>	<i>5 1/4</i>	<i>5</i>
Do. in way of Double Bottoms at intermdt. Bkts.	<i>23</i>		<i>23</i>			MAIN PIECE of Rudder, diameter at head	<i>4"</i>	<i>4"</i>	<i>4</i>	<i>4"</i>	<i>4</i>
Spacing of Frames from centre to centre	<i>23</i>		<i>23</i>			do. at heel	<i>4"</i>	<i>4"</i>	<i>4</i>	<i>4"</i>	<i>4</i>
REVERSED FRAME, Angles	<i>7</i>	<i>3</i>	<i>8-7</i>	<i>7</i>	<i>3</i>	RUDDER, how constructed <i>Single steel plate 1/2" main piece forged steel</i>					
DEEP FRAMING, depth of girder <i>R. Q. D.</i>	<i>7</i>	<i>3</i>	<i>8-7</i>	<i>7</i>	<i>3</i>	Can the Rudder be unshipped afloat? <i>yes with cash steel arms 4 fitted 3 steel pinches</i>					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>34</i>		<i>7</i>	<i>34</i>	<i>7</i>	KEELSONS AND STRINGERS.					
Do. in way of Engines and Boilers	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
Do. thickness at the ends of vessel	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>	<i>3 1/2</i>	<i>3 1/2</i>	do. Rider Plate					
Do. depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>	<i>3 1/2</i>	<i>3 1/2</i>	do. Bulb Plate to Intercoastal Keelson					
Do. height extended at the Bilges	<i>one third in Esp. 7</i>		<i>7</i>			do. Horizontal Plates on Floors					
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>yes</i>		<i>23</i>			do. Angles					
Do. state if flanged (top & bottom)	<i>23</i>		<i>23</i>			SIDE KEELSON, Angles					
Do. Spacing	<i>34</i>		<i>8-7</i>	<i>34</i>	<i>8-7</i>	do. Bulb or Plate above floors for lng.					
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	do. Intercoastal Plate for length					
Do. Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>	<i>3 1/2</i>	<i>3 1/2</i>	do. Attached to outside plating with Angle					
Do. Bottom	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>	<i>3 1/2</i>	<i>3 1/2</i>	BILGE KEELSON, Angles					
SIDE GIRDERS, number on each side & thickness	<i>one third in Esp. 7</i>		<i>7</i>			do. Bulb or Plate above floors for lng.					
Do. state if flanged (top & bottom)	<i>yes</i>		<i>23</i>			do. Intercoastal Plate for length					
Do. Angles	<i>23</i>		<i>7</i>	<i>23</i>	<i>7</i>	do. Attached to outside plating with Angle					
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	BILGE STRINGER Angles					
Do. Angles to Outside Plating at ends	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	do. Bulb Plate for length					
Do. Floors	<i>46 1/4</i>	<i>37</i>	<i>46 1/4</i>	<i>37</i>		do. Intercoastal Plate for length					
Do. Height of Floors at the Bilges	<i>39</i>		<i>8-7</i>	<i>39</i>	<i>8-7</i>	do. Attached to outside plating with Angle					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake			<i>7 1/8</i>		<i>7 1/8</i>	SIDE STRINGER Angles	<i>5 1/2</i>	<i>3 1/2</i>	<i>9-8</i>	<i>5 1/2</i>	<i>3 1/2</i>
Do. thickness in Engine and Boiler space			<i>7 1/8</i>		<i>7 1/8</i>	do. Bulb or Intercoastal Plate for lng.	<i>10 1/2</i>	<i>8 1/2</i>	<i>7</i>	<i>10 1/2</i>	<i>8 1/2</i>
Do. Remainder in Holds			<i>7 1/8</i>		<i>7 1/8</i>	do. Attached to outside plating with Angle	<i>3 1/2</i>	<i>3</i>	<i>8</i>	<i>3 1/2</i>	<i>3</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>5 1/2</i>	<i>3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>31-24</i>	<i>10-8</i>	<i>31-24</i>	<i>10-8</i>	
Do. Angles on Upper Edge	<i>23</i>		<i>23</i>			do. Angle on ditto	<i>4 x 4 x</i>	<i>8-7</i>	<i>4 x 4 x</i>	<i>8-7</i>	
Do. Spacing	<i>23</i>		<i>23</i>			do. Tie Plates, outside Hatchways		<i>8-7</i>		<i>8-7</i>	
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						do. Diagonal Tie Plates on Bms., No. of Pairs					
Do. Angles on Upper Edge						do. Main Dk* <i>Iron or Steel</i> for <i>whole</i> lng.		<i>6</i>		<i>6</i>	
Do. Spacing						do. R. Q. Dk* <i>Iron or Steel</i> for <i>whole</i> lng.		<i>6</i>		<i>6</i>	
BEAMS, Hold, Plate or Tee Bulb						do. Wood Deck, Material & thickness					
Do. Angles on Upper Edge						Lower Deck Stringer Plate, breadth and thickness					
Do. Spacing						do. Angles on ditto, No.					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						do. Tie Plates, outside Hatchways					
Do. Angles on Upper Edge						do. Deck* Material and thickness					
Do. Spacing						Hold Stringer Plate					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>4 1/2</i>	<i>3</i>	<i>6</i>	<i>4 1/2</i>	<i>3</i>	do. Angles on ditto, No.					
Do. Angles on Upper Edge	<i>23</i>		<i>23</i>			Poop Deck Stringer Plate, breadth & thickness					
Do. Spacing	<i>23</i>		<i>23</i>			do. Angle on ditto					
PILLARS, In 'tween Decks, Size and Spacing	<i>2 3/8</i>	<i>spaced 46"</i>	<i>2 3/8</i>	<i>spaced 46"</i>		do. Tie Plates					
Do. Hold						do. Deck, Material and thickness					
Do. Quarter, 'tween Dks.						Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>38</i>	<i>8</i>	<i>38</i>	<i>8</i>	
Do. in Hold						do. Angle on ditto	<i>4 x 4 x</i>	<i>8</i>	<i>4 x 4 x</i>	<i>8</i>	
WEB FRAMES, In Fore Body, No. and Spacing						do. Tie Plates					
Do. Brdth. & Thickness						do. Deck, Material and thickness		<i>Steel</i>	<i>6</i>	<i>6</i>	
Do. No. of Side Stringers						Forecastle Deck Stringer Plate, brdth & thcknss					
WEB FRAMES, In E. & B. Space, No. & Spacing						do. Angle on ditto					
Do. Brdth. & Thickness						do. Tie Plates					
Do. No. of Side Stringers						do. Deck, Material and thickness		<i>5/20" Steel with 3" pitch pine sheathing</i>			
WEB FRAMES, In After Body, No. and Spacing						do. Angle on ditto					
Do. Brdth. & Thickness						do. Tie Plates					
Do. No. of Side Stringers						do. Deck, Material and thickness					
Do. Size of Angles or Tee Bars to Web Frames											
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness											

Correspondence.—State dates and initials of letters respecting this case (*References should be made to any correspondence connected with the case*) *M. 2/11 & 1/12 -06*
12/1, 8/4, 24/9 & 27/9 -07; E 30/1, 1/3, 19/3 & 16/10 -07.

Workmanship. Are the butts of plating planed or otherwise fitted? *yes*
 Is the riveted work properly closed? *yes*
 Are the liners between the frames and plates solid single pieces? *yes*
 to plate, &c., conform well to each other? *yes*
 from the faying surfaces? *yes*
 Do the holes for riveting plate to frames, butt straps, or plate
 Are the rivet holes well and sufficiently countersunk in the plate and punched
 Do any rivets break into or through the seams or butts of the plating? *no*
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*
 Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par 24)? *yes* State results of tests *Satisfactory*
 Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *This steel vessel has been built in accordance with the plans of midship section and profile as approved, the Secretary's Letters of the above mentioned dates and in other respects as required by the rules for the class contemplated.*
The workmanship is good throughout.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *68.6* ft., R.Q.D. *or Break* *57.7* ft., Bridge Dk. *22.9* ft.
 (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated
The R.Q.D. is joined to the B.D.
 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) & Deep framing*
 Official No. *100A1*; Signal Letters *NQPP*. State if Machinery is fitted aft *no*
 How are the surfaces preserved from oxidation? Inside *Red lead, Cement in bottom* Outside *Bottom put. paint, sides oil paint*

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

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>46</i>	<i>62</i>	Fore peak tank, <i>not to be used for water ballast</i>	<i>8' 8"</i>	<i>15</i>
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	<i>13' 5"</i>	<i>23</i>	Deep tank, aft,		
Double bottom, if under Boilers only, <i>dry Well</i>			Deep tank, forward		
Double bottom, forward,	<i>107' 4"</i>	<i>161</i>	Other tanks, if fitted,		

* The wells are not to be included in the lengths of the tanks.
 (If necessary, furnish further information by sketch.)
 State whether the above have been tested as required by the Rules

Order for Special Survey No. *261* in builder's yard. Date *26/1*
 Dates of Surveys held while building
17/7, 26/7, 10/8, 16/8, 21/8, 26/8, 30/8, 3/9, 6/9, 10/9, 12/9, 18/9, 20/9, 5/10, 10/10, 12/10, 17/10, 23/10, 28/10, 4/11, 9/11, 11/11, 18/11, 23/11, 27/11, 29/11, 2/12, 4/12, 6/12, 9/12, 11/12, 12/12, 16/12, 17/12, 21/12, 24/12, 30/12, 07/1, 31/1, 7/1, 8/1, 9/1, 13/1, 14/1, 15/1, 1/2.08

Total No. of Visits *45*

The amount of Entry Fee£ *3 : 0 : 0* Fees applied for, *12-2 1908*
 Special.....£ *41 : 7 : 0* Received by me, *1912 1908*
 Travelling Expenses, if any £ : : *13.08*
 State whether the Vessel has been built under Special Survey *yes*
 I am of opinion this Vessel should be Classed *100A1 Lloyd's A & C P*
 With, or without Freeboard, as condition of Class *With freeboard, not as a condition of class.* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned
100A1
Lloyds A & C P
with C/P
+ L.M.B. 1.08.

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