

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office **FRID NOV 24 1911**

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

Date of completion of report

Survey held at

On the

TONNAGE under

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R. Q. Dk.

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

Navigation Spaces

Net Tonnage

on Beam

Port of **NEWCASTLE ON TYNE**

Date, First Survey **28 July 1911**

Last Survey **18 November 1911**

Rig

Master **P. Diedrichsen**

Year of appointment

Built at **Newcastle Walker**

When built **1911** Launched **22 Sept 1911**

By whom built **Swan Hunter & Wigham Richardson**

Owners **Hansa Deutsche Dampfsch. Gesell.**

Managers **Do**

Residence **Bremen**

Port belonging to **Bremen**

CLASS **100 A.1.**

Breadth (greatest moulded) **58.25**

Depth, at middle of length from top of keel to top of

upper deck beams at side **34.75**

Transverse Number **93.00**

Length on deck from fore part of stem to after part of

stern post **468.75**

Longitudinal Number **43593**

Depth "d," at middle of length (See Secs. 2 & 13) **20.5**

Proportions—Depths to Length—Upper Deck Beam at

side to top of keel **13.48**

" " Long Bridge Deck

Beam at side to top of keel **10.7**

Destined Voyage **Hamburg**

If Surveyed while Building, Afloat, or in Dry Dock **Yes**

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
as per Rule	468	9	Moulded	58	3	Top of Floors to top of Upper Dk. Beams	32	0 1/2	2
						Do. do. do. do. Second Dk. Beams	22	0 1/2	2

Moulded depth, ft.	43	ins.	9	To Bridge Dk.	Round of Upper	14 1/2	ins.
Moulded depth, ft.	34	ins.	9	To Upper Dk.	Dk. Beam, Actual		

FRAMING.						PILLARS.					
NAME, Angles, or Bars	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule	PILLARS, In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule
AME, Angles, or Bars amidships	12	3 1/2	64	12	3 1/2	" " Hold					
Do. in peaks	8	3 1/2	48	8	3 1/2	" " Quarter 'tween Dks.,					
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	46	3 1/2	3 1/2	" " in Hold					
" " at intermdt. Bkts.											
cing of Frames from centre to centre amidships	28			28							
" " from 1/2 length to Collision bulkhead	27			27							
" " in peaks	24			24							
VERSED FRAME, Angles											
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	46	3 1/2	3 1/2						
" " at intermdt. Bkts.											
AMING, depth of girder	12			12							
DOORS, depth and thickness of Floor Plate											
at mid-line for 1/2 length amidships											
in way of Engine and Boiler Spaces											
thickness at the ends of vessel											
depth at 1/2 the half breadth, as per Rule											
height extended at the Bilges											
DOORS & BRACKETS in Cell Dble Bottoms	44			44							
" state if flanged (top & bottom)	20										
" Spacing	28			28							
ITRE GIRDER, in Dbl. bottom, dpth. & thcknss.	47			58	47						
" Angles, Top	3 1/2	3 1/2	54	3 1/2	3 1/2						
" " Bottom	5	5	62	5	5						
" " to Floors	5	5	60	5	5						
E GIRDERS, number on each side & thickness	2			42	2						
" state if flanged (top and bottom)	Top only										
" Angles (top and bottom)	3 1/2	3 1/2	46	3 1/2	3 1/2						
" " to Floors	3	3	44	3	3						
IGIN PLATE, depth (exclusive of flange) and thickness	39			52	39						
" Angles to Outside Plating	4	4	52	4	4						
" " Floors	5	5	60	5	5						
" Height of Brackets above at bilge	29			39							
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	47			54	47						
" " in Engine and Boiler space	52			58	52						
" " Remainder in Holds	42			42							
MS, Upper Deck, Single Angle, Bulb	9	3	46	9	3						
Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
In way of Long Bridge											
Spacing	28			28							
MS, Second Deck, Single Angle, Bulb	9 1/2	3 1/2	48	9 1/2	3 1/2						
Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing	28			28							
MS, Third and Fourth Deck, Single Angle, Bulb											
Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	5 1/2	50	9	5 1/2						
Angles on upper edge											
Spacing	56			56							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3	46	8	3						
Angles on upper edge											
Spacing	28			28							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	11	6 1/2	50	11	6 1/2						
Angles on upper edge											
Spacing	56			56							

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

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches in Ship.			
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
" " " " brdth. & thickness				" " " " " " " "			
No. of Side Stringers " "				STEM, moulding and thickness			
WEB-FRAMES, In E. & B. Space, No. & spacing				STERN-POST for Rudder do. do.			
" " " " brdth. & thickness				" " " " for Propeller			
WEB-FRAMES, In After Body, No. and spacing				RUDDER-A x D* Table 22. Speed			
" " " " brdth. & thickness				" " " " Main-Piece, diameter at head			
No. of Side Stringers " "				" " " " " " at heel			
Size of Face Angles to Web-Frames				BRACKET PLATES to Stringers between			
Web Frames, depth and thickness				BULKHEADS.			
Number, Thickness, STIFFENERS.				Single or Double Frames.			
W.T. BULKHEADS				W.T. BULKHEADS			
COLLISION " "				COLLISION " "			
PARTITION " "				PARTITION " "			
LONGITUDINAL " "				LONGITUDINAL " "			
Are the outside Plates doubled two spaces of Frames in length?				Are the inside Plates and Watertight Doors in efficient working order?			
PLATING.				RIVETING.			
AS IN SHIP.				PER RULE OR AS APPROVED.			
STRAKES.				EDGES.			
FLAT PLATE KEEL				GARBOARD OF A Strake			
B "				C "			
D "				E "			
F "				G "			
H "				I "			
J "				K "			
L "				M "			
N "				O "			
P "				Q "			
R "				S "			
T "				U "			
V "				W "			
THICKNESS OF SHEERSTRAKE				CLEAR OF LONG BRIDGE			
DO. OF STRAKE BELOW				DBLG. of Flat Plate Keel			
Sheerstrakes				Length and thickness.			
POOP SIDES				SHORT BRIDGE SIDES			
FORECASTLE SIDES				FORECASTLE SIDES			
Upper Deck				Butts of Side Stringers			
Stringer Plate				Tie Plates			
Second Deck				Inner Bottom Plating, riveting of Edges			
Stringer Plate				Centre Girder Butts, Tbl.			
Frames, riveted through Plates with				Rivets, state whether Iron or Steel			
FRAMES extend in one length from				REVERSED FRAMES on floors and frames extend from			
MASTS, SPARS, &c.				MASTS, SPARS, &c.			
Fore				Main			
Mizen				Bowsprit			
Topmasts, Yards and Remainder of Spars				Rigging, Material and Size, Shrouds			
Sails.				Sails.			

EQUIPMENT No. 45712				LETTER C.F.				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				Weight, Ex. Stock.				Weight of Stock.				Test, Per Certificate.			
21123				1st Bower				21122				2nd "			
21126				3rd "				4th "				Collective weight			
66155				Stream				66139				Kedge			
CHAIN CABLES.				HAWERS AND WARPS.				HAWERS AND WARPS.				HAWERS AND WARPS.			
Number of Certificate.				Length and size supplied.				Test per Certificate.				Description.			
46438				46512				46508				46508			
Boats				Steering Gear, Steam				Steering Gear, Hand				Pumps, Number			
Windlass is				Capstan				Engine Room Skylights				Coal Bunker Openings			
Number of Scuppers, and numbers and dimensions of				Ceiling in Holds, thickness and material				Cargo Hatchways				State size No. 1 Hatch			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				Bulwarks, height above deck and description				The foregoing is a correct description.				Builder's Signature			
Correspondence.				Workmanship.				Is the riveted work properly closed?				Are the liners between the frames and plates solid single pieces?			
Are the butts of plating planed or otherwise fitted?				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?				Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?				Are the butts of Plating, Stringers, &c., properly shifted and strapped?			
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?				Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?				General Remarks (State quality of workmanship, &c.)				This vessel has been built in accordance with the Rules, the approved plans and the Secretary's Letters quoted above.			
The workmanship and materials are good throughout.				On completion the vessel was placed in the Tyne Dock, dry dock, her bottom cleaned, examined and recoated.				The approved plans of Midship Section, Profile, wide spaced pillars and girders, stern frame and rudder, tumbling arrangements, double riveted landings & arrangement of steel plating are forwarded herewith, also plan of scarping of bulk angle frame to bulk side brackets.				The Surveyor should state the Number of Report and Name of any Sister Vessel.			
The amount of Entry Fee				Special Survey Fee				Travelling Expenses, if any				State whether the Vessel has been built under Special Survey			
I am of opinion this Vessel should be Classed				With, or without Freeboard, as condition of Class				Committee's Minute				Character assigned			
Lloyds A & C				+ 2nd 11.11											

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *65.2* ft., R.Q.D. _____ ft., Bridge *130.6* ft., Forecastle *57* ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

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) *2 Stks (Steel) Upper Teak Sheathed where exposed.*
Official No. _____; Signal Letters _____ State if Machinery is fitted aft *No*
How are the surfaces preserved from oxidation? Inside *Portland Cement, Paint & Bitumastic Compound* Outside *Paint*

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

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>156.4</i>	<i>490</i>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	<i>22.9</i>	<i>95</i>
Double bottom, if under Engines only,	<i>28.0</i>	<i>140</i>	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<i>209.6</i>	<i>805</i>	Other tanks, if fitted, <i>Fore deck, aft</i>	<i>42.0</i>	<i>560</i>
	Total capacity of double bottom <i>1435</i>		(If necessary, furnish further information by sketch, <i>Fore</i>	<i>39.8</i>	<i>590</i>

* 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. *4256*

Date *8.5.1911*

No. *860* in builder's yard.

DATES OF SURVEYS held while building

1911
Feb. 28. Mar. 6. 7. 10. 14. 16. 20. 24. 27. Apr. 5. 10. 13. 19. 24. 26. 28. May. 3. 5. 9. 11. 15. 19. 25. 30. Jun. 1. 26. 28. 30. Jul. 6. 7. 10. 11. 12. 13. 17. 21. 27. Aug. 1. 2. 3. 8. 10. 11. 14. 16. 22. 24. 28. 29. Sep. 1. 5. 6. 7. 14. 15. 18. 21. 26. Oct. 2. 6. 9. 10. 11. 13. 16. 18. 25. Nov. 3. 6. 9. 10. 13. 15. 17. 18.

Surveyor's Signature

E. J. Milton

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Total No. of Visits *76*

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