

Spar, or Awning Dk. ~~IRON OR~~ STEEL STEAMER.

No. 47346

State of Report is also sent on the Machinery of the Vessel *Yes*
Port of *Newcastle* Date of completion of Report *23-7-04* Received at London Office *MUN. 25 JUL 1904*
Survey held at *Newcastle* Date, First Survey *7 Jan. 1904* Last Survey *19-7-1904*
On the **CROSTAFELS** Rig *fore Vast schooner*

TONNAGE under
Tonnage Deck... *4689.13*
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.

Total under Upper Dk.
Do. of Poop... *29.70*
Do. of Bridge House... *125.23*
Do. of Hatchways... *89.83*
Do. of Deck... *34.62*
Do. of Main Deck... *20.41*
Do. of 1st... *4981.91*
Do. of 2nd... *154.42*
Do. of 3rd... *4824.19*
Do. of 4th... *1594.21*
Do. of 5th... *54.10*

SPAR, ~~AWNING OR PART AWNING DECKED VESSEL,~~
or a Vessel having a continuous Shade Deck.

CLASS *100 A1*

Half Breadth (moulded) ... *25.95*

Depth from upper part of keel to top of Main Deck Beams ... *24.10*

Girth of Half Midship Frame (as per Rule) ... *45.38*

1st Number ... *95.43*

Length ... *398.16*

2nd Number ... *34996*

Proportions—Breadths to Length ... *1.64*

Depths to Length—Main Deck to top of Keel ... *16.52*

Destined Voyage *Rangoon*

Master *H. Möller*

Year of Appointment *1904*

Built at *Newcastle*

When built *1904* Launched *30-5-14*

By whom built *Swan, Hunter & Wyham-Rich*

Owners *Hansa Deutsche Damp. Gesellschaft.*

Managers *✓*

Residence *Bremen*

Port belonging to *Bremen*

If Surveyed while Building, Afloat, or in Dry Dock *B. af 29*

| on Deck | Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH, top of Floors to Spar or Awn. Dk. Beams | Feet. | Inches. | Power of Horse. | No. of Decks with flat laid |
|---------|------------|----------|----------|-----------|-----------|--|-----------|--------------|-----------------|-----------------------------|
| le... | <i>398</i> | <i>2</i> | Moulded. | <i>51</i> | <i>11</i> | Do. | <i>38</i> | <i>5 1/4</i> | Engines | <i>2</i> |

of Ship per Register, Length *400* breadth *53.2* depth *28.05* Spar or Awn. Dk. *Spar* Moulded depth, ft. *31* ins. *0* To Main Dk. Round up of *13* ins. Main Deck. *Main 23-0 1/4 in. latter*

| FRAMING. | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. | 20ths per Rule Or as Approved. |
|--|-----------------|-----------------|----------------|---------------------------------|---------------------------------|--------------------------------|
| Angles, or <i>TEE</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships | <i>10</i> | <i>3 1/2</i> | <i>11</i> | <i>10</i> | <i>3 1/2</i> | <i>11</i> |
| at each end | <i>10</i> | <i>3 1/2</i> | <i>10</i> | <i>10</i> | <i>3 1/2</i> | <i>10</i> |
| Way of Double Bottoms at Solid Floors | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> |
| at intermdt. Bkts. | <i>24</i> | | <i>24</i> | | | |
| of Frames from moulding edge to edge, all fore and aft | <i>10</i> | <i>13.0</i> | <i>10</i> | <i>13.0</i> | | |
| ED FRAME, Angles | | | | | | |
| CLAMING, depth of girder | | | | | | |
| depth and thickness of Floor Plate | | | | | | |
| mid-line for $\frac{1}{2}$ length amidships | | | | | | |
| Way of Engines and Boilers | | | | | | |
| Thickness at the ends of vessel | | | | | | |
| Depth at $\frac{1}{2}$ the half-bdth. as per Rule | | | | | | |
| Light extended at the Bilges | | | | | | |
| BRACKETS, in Cell Dble Bottoms | <i>44</i> | | <i>8</i> | <i>44</i> | | <i>8</i> |
| Distance apart | <i>24</i> | | <i>24</i> | | | |
| GIRDER, in Double bottom, depth and thickness | <i>44</i> | | <i>10</i> | <i>44</i> | | <i>10</i> |
| Angles, Top | <i>4</i> | <i>4</i> | <i>9</i> | <i>4</i> | <i>4</i> | <i>9</i> |
| Bottom | <i>4 1/2</i> | <i>4 1/2</i> | <i>12</i> | <i>4 1/2</i> | <i>4 1/2</i> | <i>12</i> |
| ROERS, number and thickness | <i>3</i> | | <i>8</i> | <i>3</i> | | <i>8</i> |
| Angles | <i>3 1/2</i> | <i>3 1/2</i> | <i>8</i> | <i>3 1/2</i> | <i>3 1/2</i> | <i>8</i> |
| PLATE, depth (exclusive of flange) and thickness | <i>35</i> | | <i>10</i> | <i>35</i> | | <i>10</i> |
| Angles | <i>4</i> | <i>4</i> | <i>9</i> | <i>4</i> | <i>4</i> | <i>9</i> |
| BOTTOM PLATING, breadth and thickness of Middle Line Strake | <i>36</i> | | <i>10</i> | <i>36</i> | | <i>10</i> |
| Thickness in Engine and Boiler space | <i>10</i> | <i>4</i> | <i>12</i> | <i>10</i> | <i>4</i> | <i>12</i> |
| Remainder in Holds | <i>8</i> | <i>3</i> | <i>10</i> | <i>8</i> | <i>3</i> | <i>10</i> |
| Spar or Awning Deck, Single Angle, Bulb or Tee Bulb | <i>8</i> | <i>3</i> | <i>10</i> | <i>8</i> | <i>3</i> | <i>10</i> |
| Angles on upper edge | <i>24</i> | | <i>24</i> | | | |
| Age space | <i>8 1/2</i> | <i>3 1/2</i> | <i>11</i> | <i>8 1/2</i> | <i>3 1/2</i> | <i>11</i> |
| Main Deck, Single Angle, Bulb or Tee Bulb | <i>24</i> | | <i>24</i> | | | |
| Angles on upper edge | <i>24</i> | | <i>24</i> | | | |
| Age space | <i>24</i> | | <i>24</i> | | | |
| Lower Deck, Single Angle, Bulb or Tee Bulb | <i>24</i> | | <i>24</i> | | | |
| Angles on upper edge | <i>24</i> | | <i>24</i> | | | |
| Age space | <i>24</i> | | <i>24</i> | | | |
| Hold, or Orlop, Plate or Tee Bulb | <i>24</i> | | <i>24</i> | | | |
| Angles on upper edge | <i>24</i> | | <i>24</i> | | | |
| Age space | <i>24</i> | | <i>24</i> | | | |
| Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb | <i>8 1/2</i> | <i>5 1/2</i> | <i>10</i> | <i>8 1/2</i> | <i>5 1/2</i> | <i>10</i> |
| Angles on upper edge | <i>48</i> | | <i>48</i> | | | |
| Average space | <i>9</i> | <i>3 1/4</i> | <i>14</i> | <i>9</i> | <i>3 1/4</i> | <i>14</i> |
| Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb | <i>48</i> | | <i>48</i> | | | |
| Angles on upper edge | <i>48</i> | | <i>48</i> | | | |
| Average space | <i>9</i> | <i>5 1/2</i> | <i>11</i> | <i>9</i> | <i>5 1/2</i> | <i>11</i> |
| Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb | <i>48</i> | | <i>48</i> | | | |
| Angles on upper edge | <i>48</i> | | <i>48</i> | | | |
| Age space | <i>9</i> | <i>5 1/2</i> | <i>11</i> | <i>9</i> | <i>5 1/2</i> | <i>11</i> |
| In tween Deck, size and spacing | <i>15</i> | <i>1/20</i> | <i>plan</i> | <i>15</i> | <i>1/20</i> | <i>plan</i> |
| Hold | <i>15</i> | <i>1/20</i> | <i>plan</i> | <i>15</i> | <i>1/20</i> | <i>plan</i> |
| Quarter, tween Dks. | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| in Hold | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| AMES, In Fore Body, No. and spacing | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| brdth. & thickness | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| of Side Stringers | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| AMES, In E. & B. Space, No. and spacing | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| brdth. & thickness | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| WEB FRAMES, In After Body, No. and spacing | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| brdth. & thickness | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| No. of Side Stringers | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| Size of Angle or Tee Bar to Web Frames | <i>2</i> | <i>per plan</i> | <i>2</i> | <i>2</i> | <i>per plan</i> | <i>2</i> |
| BRACKET PLATES to Stringers between Web Frames, depth and thickness | <i>6 1/2</i> | <i>4 1/2</i> | <i>12</i> | <i>6 1/2</i> | <i>4 1/2</i> | <i>12</i> |

| FORGINGS AND CASTINGS. | Inches in Ship. | Inches per Rule Or as Approved. |
|---|-----------------|---------------------------------|
| KEEL, Bar or Side Plates, depth and thickness | <i>10</i> | <i>3 1/2</i> |
| STEM, moulding and thickness | <i>11</i> | <i>3 1/8</i> |
| STERN-POST for Rudder do. do. | <i>11 3/4</i> | <i>4 1/2</i> |
| for Propeller | <i>11 1/4</i> | <i>4 1/2</i> |
| MAIN PIECE of Rudder, diameter at head | <i>10</i> | <i>10</i> |
| do. at heel | | |

RUDDER, how constructed *Forging, with 2 1/2 in. angle plate*
Can the Rudder be unshipped afloat? *Yes*

| KEELSONS AND STRINGERS. | Inches in Ship. | Inches in Ship. | 20ths in Ship. | Inches per Rule Or as Approved. | Inches per Rule Or as Approved. | 20ths per Rule Or as Approved. |
|--|-----------------|-----------------|----------------|---------------------------------|---------------------------------|--------------------------------|
| CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate | | | | | | |
| Rider Plate | | | | | | |
| Bulb Plate to Intercoastal Keelson | | | | | | |
| Horizontal Plates on Floors | | | | | | |
| Angles | | | | | | |
| SIDE KEELSON, Angles | | | | | | |
| Bulb or Plate above floors, for length | | | | | | |
| Intercoastal Plate, for length | | | | | | |
| Attached to outside plating with Angle | | | | | | |
| BILGE KEELSON, Angles | | | | | | |
| Bulb or Plate above floors, for length | | | | | | |
| Intercoastal Plate, for length | | | | | | |
| Attached to outside plating with Angle | | | | | | |
| BILGE STRINGER Angle | <i>6 1/2</i> | <i>4 1/2</i> | <i>12</i> | <i>6 1/2</i> | <i>4 1/2</i> | <i>12</i> |
| Bulb Plate, for length | | | | | | |
| Intercoastal Plate, for whole length | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> |
| Attached to outside plating with Angle | <i>6 1/2</i> | <i>4 1/2</i> | <i>12</i> | <i>6 1/2</i> | <i>4 1/2</i> | <i>12</i> |
| SIDE STRINGER Angle | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> |
| Bulb or Intercoastal Plate, for whole lng. | | | | | | |
| Attached to outside plating with Angle | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> | <i>3 1/2</i> | <i>3 1/2</i> | <i>9</i> |

| | | | | |
|---|--------------|--------------|-------------|--------------|
| Spar, or Awning Deck Stringer Plates, breadth and thickness | <i>61</i> | <i>11</i> | <i>61</i> | <i>11</i> |
| Angle on ditto | <i>6</i> | <i>6</i> | <i>6</i> | <i>6</i> |
| Tie Plates, fore and aft, outside Hatchways | | | | |
| Diagonal Tie Plates, No. of prs. | | | | |
| Deck, * Iron or Steel, for whole lng. | <i>0. P</i> | <i>3 1/2</i> | <i>0. P</i> | <i>3 1/2</i> |
| Wood Deck. Material and thickness | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> |
| Main Deck Stringer Plate, breadth & thickness | <i>60</i> | <i>10</i> | <i>60</i> | <i>10</i> |
| Angles on ditto, No. 2 | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> |
| Tie Plates, outside Hatchways | | | | |
| Diagonal Tie Plates, No. of prs. | | | | |
| Deck, * Iron or Steel, for whole lng. | <i>8</i> | | <i>8</i> | |
| Wood Deck. Material and thickness | | | | |
| Lower Deck Stringer Plates, br'dth & thckn's | | | | |
| Angles on ditto, No. | | | | |
| Tie Plates, outside Hatchways | | | | |
| Deck, * Material and thickness | | | | |
| Hold, or Orlop Stringer Plate, br'dth & thckn's | | | | |
| Angles on ditto, No. | | | | |
| Tie Plates, outside Hatchways | | | | |
| Deck. Material and thickness | | | | |
| Poop Deck Stringer Plate, breadth & thickness | <i>30</i> | <i>3</i> | <i>30</i> | <i>3</i> |
| Angles on ditto | <i>12</i> | <i>12</i> | <i>12</i> | <i>12</i> |
| Tie Plates | <i>0. P</i> | <i>3 1/2</i> | <i>0. P</i> | <i>3 1/2</i> |
| Deck. Material and thickness | <i>4</i> | <i>4</i> | <i>4</i> | <i>4</i> |
| Bridge Deck Stringer Plate, br'dth & thickness | <i>40</i> | <i>10</i> | <i>40</i> | <i>10</i> |
| Angle on ditto | <i>3 1/2</i> | <i>3 1/2</i> | <i>10</i> | <i>3 1/2</i> |
| Tie Plates for whole length | <i>5 1/2</i> | <i>5 1/2</i> | <i>10</i> | <i>5 1/2</i> |
| Deck. Material and thickness | <i>0. P</i> | <i>3 1/2</i> | <i>0. P</i> | <i>3 1/2</i> |
| Forecastle Deck Stringer Plate, br'dth & th'kns | <i>30</i> | <i>3</i> | <i>30</i> | <i>3</i> |
| Angle on ditto | <i>3</i> | <i>3</i> | <i>3</i> | <i>3</i> |
| Tie Plates | <i>0. P</i> | <i>3 1/2</i> | <i>0. P</i> | <i>3 1/2</i> |
| Deck. Material and thickness | <i>0. P</i> | <i>3 1/2</i> | <i>0. P</i> | <i>3 1/2</i> |

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

| BULKHEADS. | Number. | Thickness. | Horizontal. | Vertical. | Spacing. | Single or Double Frames. | Height up. |
|-----------------|-----------|------------|-------------|-------------|--------------|--------------------------|------------|
| In Vessel. | Per Rule. | 20ths. | Inches. | Inches. | Inches. | | |
| W. T. BULKHEADS | <i>6</i> | <i>6</i> | <i>1/16</i> | <i>none</i> | <i>8 1/2</i> | <i>3</i> | <i>10</i> |
| PARTITION | | | | | | | |
| LONGITUDINAL | | | | | | | |

Are the outside Plates doubled two spaces of Frames in length? *Yes, diamonds*

PLATING. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. STRAKES. AMIDSHIP. FORWARD. AFT. AMIDSHIP. Single or Double. Rivets. Double or Treble and for what Length. Rivets. Straps. IF LAPPED. For what Length. Flat Plate Keel. Garboard or A Strake. State actual thickness in way of Double Bottom. B. C. D. E. F. G. H. J. K. L. M. N. O. P. Q. Doublers of Flat Plate Keel. Length and thickness of Bilges. of Sheerstrakes. of Strake below. POOP SIDES. BRIDGE SIDES. FORECASTLE SIDES. Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. J. Co. Lim. South Durham S. & S. Co. Lim. Cornett S. Co. Lim. Torman, Long & Co. Lim. J. Spencer & Sons, Lim. J. Shulph & Co. Lim. D. Colville & Sons, Lim. Frodingham S. & Steel Co. Lim. Steel Co. of Scotland, Lim. FRAMES extend in one length from Centre line to roof, bridge &c. or to spar deck. REVERSED FRAMES on floors and frames extend from Centre line to &c. on alternate frames. Side frames not joggled - bottom frames & reverse frames are joggled. MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Material. Total Length. At Partners. Heel. Hounds. Head. No. of Plates in round. ANGLES. Riveting. Butts. Double bottom, aft. Double bottom, forward. Double bottom, under Engines and Boilers. Double bottom, if under Engines only. Double bottom, if under Boilers only. State whether the above have been tested as required by the Rules. Order for Special Survey No. 3555. Date 7.10.04. Order for Ordinary Survey No. Date 28.7.1904. No. 114 in builder's yard. The amount of Entry Fee. £ 5.00. Special Survey Fee. £ 145.12. Travelling Expenses, if any £. I am of opinion this Vessel should be Classed + 100 A.L. Spar Deck. With, or without Freeboard, as condition of Class without. Committee's Minute. Character assigned 100 A.1 (steel) spar deck. Lloyds A & B. P. + L.M.B. 7.04. F.D. Elec. Light. Wise Nyo (500). Boats 4 steel lifeboats & 2 wood cutters. Pumps, Number 1. Diameter of Barrel and Tail Pipe 6" x 3". Windlass is Clarke Chapman's Steam & Crakes. Capstan iron. Engine Room Skylights. How constructed? Steel plates & bars. What arrangements for deadlights in bad weather? Steel plates with strong bullseyes. Coal Bunker Openings. How constructed? Steel plates & bars. How are lids secured? Bolted & latched. Height above deck? 1' 6". Number of Scuppers, and number and dimensions of Freeing Ports, &c. Scuppers Ports 1. 34" x 3" & 2. 15" x 3". Ceiling in Holds, thickness and material 2 1/2" elm under hatches only. Ceiling 'tween Decks, thickness and material 1" x 3" pine. Cargo Hatchways. How formed? Steel plates & bars. State size No. 1 Hatch (Forward) 16' x 14'. No. 2 Hatch 28' x 15'. No. 3 Hatch 30' x 14'. No. 4 Hatch 30' x 14'. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 3 fore & afters to each - 1 web each to nos 1, 3 & 4. 3 webs to no 2 hatch. No. of Breasthooks 1. No. of Crutches 5. Bulwarks, height above deck and description 4' 0" x 3/4 plates. Main Rail, material and size 1 1/2" x 3" mild steel. The above is a correct description. Builder's Signature (here only) J. M. Hunter. Surveyor's Signature C. Demarest. Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 10-12-3m (2). 11-12-3m-18-12-3m-13-1-4m-6-2-4m- also 18-12-3m to Builders & 20-2-4m to owners. 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 faying surfaces? yes. Do any rivets break into or through the seams or butts of plating? a few. Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes. General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the plans as approved & amended (5 in number), with the Secretary's letters & otherwise with the Society's Rules. The material & workmanship throughout are good. The midship section was forwarded to London on the 22 inst. for the preparation of the classification certificate. PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 50' ft., R.Q.D. or Break ft., Bridge Dk. 122' ft., F'castle 53' 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) one deck (steel) & spar deck (steel-wood sheathed) & deep framing. Official No. ; Signal Letters. How are the surfaces preserved from oxidation? Inside Cement, paint & tar Outside paint. PARTICULARS OF WATER BALLAST. State whether the Double bottom is constructed on the cellular system Cellular. Where fitted. Length. Water Capacity. Where fitted. Length. Water Capacity. Double bottom, aft. 128' 280 Tons. Double bottom, forward. 176' 505 Tons. Double bottom, under Engines and Boilers. 24' 85 Tons. Double bottom, if under Engines only. Double bottom, if under Boilers only. State whether the above have been tested as required by the Rules. Order for Special Survey No. 3555. Date 7.10.04. Order for Ordinary Survey No. Date 28.7.1904. No. 114 in builder's yard. The amount of Entry Fee. £ 5.00. Special Survey Fee. £ 145.12. Travelling Expenses, if any £. I am of opinion this Vessel should be Classed + 100 A.L. Spar Deck. With, or without Freeboard, as condition of Class without. Committee's Minute. Character assigned 100 A.1 (steel) spar deck. Lloyds A & B. P. + L.M.B. 7.04. F.D. Elec. Light. Wise Nyo (500). Fees applied for, 23 JUL 1904. Received by me, 28/7/1904. Certificate to be sent to Newcastle-on-Tyne. James M. Neil. C. Demarest. Surveyor to Lloyd's Register of British and Foreign Shipping.

