

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office of Lloyd's Register

Date of completion of report 29/1-1910

Survey held at Tonsberg

On the Steel Steamer SORKA

TONNAGE under 198.78

Tonnage Deck...

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Room

Tonnage 207.73

Space

Crown of

Room

FOR FEES..

ine Room

igation Spaces

r Tonnage

on Beam 76.56

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

Port of Christiania

Date, First Survey 23-8-1916

Last Survey 6-12-1919

1919

Rig 1 mast

Master Gram

Year of appointment

Built at Tonsberg

When built 12.19 Launched

By whom built Kaldnes mch. Norksted

Owners H. N. Henriksen

Managers

Residence Tonsberg

Port belonging to Tonsberg

CLASS * 100 A1

Breadth (greatest moulded) 21.5

Depth, at middle of length from top of keel to top of upper deck beams at side 14.0

Transverse Number 35.5

Length on deck from fore part of stem to after part of stern post 109.25

Longitudinal Number 3878

Depth "d," at middle of length (See Secs. 2 & 13) 12.92

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 7.8

" " Long Bridge Deck

" " Beam at side to top of keel

Destined Voyage South Georgia

If Surveyed while Building, Afloat, or in Dry Dock while building

| Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH, ACTUAL— | Feet. | Inches. | No. of Decks with flat laid |
|-------|---------|----------|-------|---------|---|-------|---------|-----------------------------|
| 109 | 3 | Moulded | 21 | 6 | Top of Floors to top of Upper Dk. Beams | 13 | 1/4 | 1 |
| | | | | | Do. do. Second Dk. Beams | | | 1 |

| | | | |
|--------------------|------|---------------|------------------|
| Moulded depth, ft. | ins. | To Bridge Dk. | Round of Upper |
| 14 | 0 | To Upper Dk. | Dk. Beam, Actual |

| | | | | |
|---|--------------------|------|---------------|----------------|
| Dimensions of Ship per Register, Length 109.5 breadth 21.6 depth 13.4 | Moulded depth, ft. | ins. | To Bridge Dk. | Round of Upper |
|---|--------------------|------|---------------|----------------|

| FRAMING. | | | | | | FORGINGS OR CASTINGS. | | | | | | |
|---|------------------------|-------|--------|-------|--------|--|--|-------------|-----------|------------------|------------|--|
| Inches in Ship. | | | | | | Inches in Ship. | | | | | | |
| IE, Angles, or Bars amidships | 5 | 3 | 38 | 5 | 3 | KEEL, Bar, depth and thickness | 8.1/4 | 7 1/2 | 1 1/8 | 1 | | |
| in peaks | 5 | 3 | 38 | 5 | 3 | STEM, moulding and thickness | 8.1/4 | 7 1/2 | 1 1/8 | 1 | | |
| in way of Double Bottoms at Solid Floors | | | | | | STERN-POST for Rudder do. do. | 5 1/2 | 2 3/4 | 5 1/2 | 2 3/4 | | |
| " " at intermdt. Bkts. | | | 21 1/2 | | 21 1/2 | " " for Propeller | 5 3/4 | 2 3/4 | 5 3/4 | 2 3/4 | | |
| " of Frames from centre to centre amidships | | | 21 1/2 | | 21 1/2 | RUDDER—A x D* Table 22 | | | | | | |
| " " from 1/2 | | | 21 1/2 | | 21 1/2 | " Main-Piece, diameter at head | 5 | | 5 | | | |
| " " length to Collision bulkhead | | | 21 1/2 | | 21 1/2 | " " " at heel | 5 | | 5 | | | |
| " " in peaks.. | 3 | 3 | 28 | 3 | 28 | RUDDER, how constructed | Single plated wrought iron | | | | | |
| USED FRAME, Angles | | | | | | Can the Rudder be unshipped afloat? | yes | | | | | |
| ING, depth of girder | | 16 | 28 | | 16 | | | | | | | |
| IS, depth and thickness of Floor Plate | | | 32 | | | | | | | | | |
| at mid-line for 1/2 length amidships... | | 16 | 40 | | 16 | | | | | | | |
| in way of Engine and Boiler Spaces | | | 26 | | 26 | | | | | | | |
| thickness at the ends of vessel | as per midship section | | | | | | | | | | | |
| length at 1/2 the half breadth, as per Rule | | | | | | | | | | | | |
| height extended at the Bilges | | | | | | | | | | | | |
| IS & BRACKETS in Cell Dble Bottoms | | | | | | | | | | | | |
| " " state if flanged (top & bottom) | | | | | | | | | | | | |
| " " Spacing | | | | | | | | | | | | |
| EGIRDER, in Dbl. bottom, dpth. & thickness | | | | | | | | | | | | |
| " " Angles, Top | | | | | | | | | | | | |
| " " Bottom | | | | | | | | | | | | |
| " " to Floors | | | | | | | | | | | | |
| GIRDERS, number on each side & thickness | | | | | | | | | | | | |
| " " state if flanged (top and bottom) | | | | | | | | | | | | |
| " " Angles | | | | | | | | | | | | |
| IN PLATE, depth (exclusive of flange) | | | | | | | | | | | | |
| " " and thickness | | | | | | | | | | | | |
| " " Angles to Outside Plating | | | | | | | | | | | | |
| " " Floors | | | | | | | | | | | | |
| " " Height of Brackets above at bilge | | | | | | | | | | | | |
| BOTTOM PLATING, breadth and | | | | | | | | | | | | |
| thickness of Middle Line Strake | | | | | | | | | | | | |
| " " in Engine and Boiler space | | | | | | | | | | | | |
| " " Remainder in Holds | | | | | | | | | | | | |
| S, Upper Deck, Single Angle, Bulb | 5 | 3 | 40 | 5 | 3 | Upper Deck Stringer Plate, br'dth & thickness | 23 | 30 | 23 | 30 | | |
| Angle, Plate, Tee Bulb, or Channel | | | | | | (clear of Bridge) | | | | | | |
| Angles on upper edge | | | 43 | | 43 | " " " " (in way of Bridge) | 3 | 3 | 32 | 3 | 3 | |
| Spacing | | | | | | " " Angle (clear of Bridge) | | | | | | |
| S, Second Deck, Single Angle, Bulb | | | | | | " " Tie Plate at sides of Hatchways | 26 | 24 | 26 | 24 | | |
| Angle, Plate, Tee, Bulb, or Channel | | | | | | " " Deck * Iron or Steel, for 11 lng. | | | | | | |
| Angles on upper edge | | | | | | " " Thickness (clear of Bridge) | | | | | | |
| Spacing | | | | | | " " (in way of Bridge) | | | | | | |
| S, Third or Fourth Deck, Single Angle, | | | | | | " " Wood Deck, Material & thickness | 2 1/2 | | 2 1/2 | | | |
| Bulb Angle, Plate, Tee Bulb, or Channel | | | | | | Second Deck Stringer Plate, br'dth & thickness | | | | | | |
| Angles on upper edge | | | | | | " " Angles on ditto, No. | | | | | | |
| Spacing | | | | | | " " Tie Plates outside Hatchways | | | | | | |
| S, Fourth or Fifth Deck, Plate, Tee | | | | | | " " Deck * Iron or Steel, for lng. | | | | | | |
| Bulb, or Channel | | | | | | " " Wood Deck, Material & thickness | | | | | | |
| Angles on upper edge | | | | | | Third Deck Stringer Plate, br'dth & thickness | | | | | | |
| Spacing | | | | | | " " Angles on ditto, No. | | | | | | |
| S, Poop Deck, Angle, Bulb Angle, Plate | | | | | | " " Tie Plates, outside Hatchways | | | | | | |
| Tee Bulb, or Channel | | | | | | " " Deck * Material and thickness | | | | | | |
| Angles on upper edge | | | | | | Fourth and Fifth Deck Stringer Plate, br'dth & thickness | | | | | | |
| Spacing | | | | | | " " Angles on ditto, No. | | | | | | |
| S, Bridge Deck, Angle, Bulb Angle, Plate | | | | | | " " Tie Plates outside Hatchways | | | | | | |
| Tee Bulb, or Channel | | | | | | " " Deck, Material & thickness | | | | | | |
| Angles on upper edge | | | | | | Poop Deck Stringer Plate, breadth & thickness | | | | | | |
| Spacing | | | | | | " " Angle on ditto | | | | | | |
| S, Forecastle Deck, Angle, Bulb Angle, | | | | | | " " Tie Plates | | | | | | |
| Plate, Tee Bulb, or Channel | | | | | | " " Deck, Material and thickness | | | | | | |
| Angles on upper edge | | | | | | Bridge Deck Stringer Plate, br'dth & thickness | | | | | | |
| Spacing | | | | | | " " Angle on ditto | | | | | | |
| RS, In 'tween Deck, size and spacing | | | | | | " " Tie Plates | | | | | | |
| " " Hold | 2 1/2 | 2 1/2 | 2 3/4 | 2 3/8 | 2 1/2 | 2 3/4 | Forecastle Deck Stringer Plate, b'dth & th'kns | | | | | |
| " " Quarter 'tween Dks., " " | | | | | | " " Angle on ditto | | | | | | |
| " " in Hold | | | | | | " " Tie Plates | | | | | | |
| FRAMES, In Fore Body, No. and spacing | | | | | | " " Deck, Material and thickness | | | | | | |
| " " br'dth. & thickness | | | | | | BULKHEADS. | | | | | | |
| No. of Side Stringers | | | | | | Number. | Thickness. | Horizontal. | Vertical. | Single or Double | Height up. | |
| FRAMES, In E. & B. Space, No. & spacing | | | | | | Vessel. | Per Rule. | Size. | Spacing. | Frames. | | |
| " " br'dth. & thickness | | | | | | Inches. | Inches. | Inches. | Inches. | | | |
| FRAMES, In After Body, No. and spacing | | | | | | W. T. BULKHEADS | 3 | 3 | 40 | 26 | | |
| " " br'dth. & thickness | | | | | | COLLISION | Fr. no. 55 | 38 | 26 | | | |
| " " No. of Side Stringers | | | | | | PARTITION | | | | | | |
| " " Size of Face Angles to Web-Frames | | | | | | LONGITUDINAL | | | | | | |
| BRACKET PLATES to Stringers between | | | | | | | | | | | | |
| Web Frames, depth and thickness | | | | | | | | | | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | |
|---|-------------|------------|----------|------------|--------------------------|------------|-------------------------------------|-----------------|---------|-------------------|----------|------------|------------|------------|-----|--|--|--|--|
| STRAKES. | AS IN SHIP. | | | | PER RULE OR AS APPROVED. | | EDGES, Ordinary or jogged? ordinary | | BUTTS. | | | | | | | | | | |
| | AMIDSHIP. | | FORWARD. | | AFT. | | Single or Double. | Breadth of Lap. | RIVETS. | | STRAPS. | | IF LAPPED. | | | | | | |
| | Breadth. | Thickness. | Breadth. | Thickness. | Breadth. | Thickness. | | | Diam. | Spacing or to cr. | Breadth. | Thickness. | Breadth. | Thickness. | | | | | |
| FLAT PLATE KEEL (If Bar Keel, state Riveting.) | 34 | 36 | 32 | 32 | 34 | 36 | Double | 4 1/2 | 3/4 | 5/16 | Double | 3/4 | 2 5/8 | 5 | 1/4 | | | | |
| GARBOARD OF A Strake | 48 | 32 | 28 | 28 | | 32 | | 4 1/2 | 3/4 | | | | | | | | | | |
| State actual thickness in way of Double Bottom. | 48 | 32 | 28 | 28 | | 32 | | 4 1/2 | 3/4 | | | | | | | | | | |
| Sheerstrake | 51 | 32 | 28 | 28 | | 32 | | 4 1/2 | 3/4 | | | | | | | | | | |
| DOUBLING OF Flat Plate Keel | 48 | 34 | 32 | 32 | 34 | 34 | | | | | | | | | | | | | |
| Sheerstrakes | | | | | | | | | | | | | | | | | | | |
| POOP SIDES | | | | | | | | | | | | | | | | | | | |
| SHORT 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. *Eisen- und Stahlwerk Hoesch and Rheinische Stahl*

Upper Deck (Butts, *single* riveted for *4 1/2* length amidship.

Stringer Plate (Straps, single, double or overlapped for *4 1/2* length amidship.

Second Deck (Butts, *single* riveted for *4 1/2* length amidship.

Stringer Plate (Straps, single or overlapped for *4 1/2* length amidship.

Butts of Side Stringers *single* riveted.

Tie Plates *single* riveted.

Inner Bottom Plating, riveting of Edges *single* riveted.

Centre Girder Butts, *single* riveted.

Keelson Butts, *single* riveted.

Frames, riveted through Plates with *3/4* in. Rivets, about *5/4* apart.

Rivets, state whether Iron or Steel *steel*

Has the Steel been tested as required by the Rules? *yes*

FRAMES extend in one length from *Keel* to *main deck* State if ordinary or jogged *ordinary*

REVERSED FRAMES on floors and frames extend *from keel to main deck* State if ordinary or jogged *ordinary*

MASTS, SPARS, &c.

| LOWER MASTS. | Fore | Main | Mizen | Material | Total Length. | DIAMETER AND THICKNESS. | | | | No. of Plates in round. | ANGLES. | | RIVETING. | | |
|--------------|------|------|-------|--------------------|---------------|-------------------------|-------|--------|-------|-------------------------|---------|-------|-----------|--------|--|
| | | | | | | At Partners. | Heel. | Round. | Head. | | Number. | Size. | Seams. | Butts. | |
| Fore | | | | <i>1 wood mast</i> | | | | | | | | | | | |
| Main | | | | | | | | | | | | | | | |
| Mizen | | | | | | | | | | | | | | | |

Bowsprit

Topmasts, Yards and Remainder of Spars *yes*

Rigging, Material and Size, *Shrouds* *Stays*

Sails. Suit of *Sails, and the following spare sails*

EQUIPMENT No. *4040* LETTER *C*

| Number of Certificate. | Anchors. | WEIGHT, EX STOCK. | | WEIGHT, PER CERTIFICATE. | | WEIGHT REQUIRED BY TABLE 31. | | Description of Anchor. | Makers. | Where and when tested and Superintendent. | | |
|------------------------|-------------------|-------------------|------|--------------------------|------|------------------------------|------|------------------------|---------|---|--------|---|
| | | Owts. | lbs. | Owts. | lbs. | Owts. | lbs. | | | | | |
| 23826 | 1st Bower | 9 | 0 10 | 2 | 1 14 | 11 | 4 3 | 21 | 5 | 0 0 | common | North 15.16, Brooklyn, N.Y., S.C. Paul. |
| 23827 | 2nd " | 5 | 0 0 | 1 | 1 0 | 7 | 7 2 | 0 | 5 | 0 0 | " | " |
| 47431 | 3rd " | 3 | 0 7 | | 3 7 | 5 | 10 | 0 | 1 1/4 | | " | Jan 19.17 Tipton C.B. Fennell |
| | 4th " | | | | | | | | | | | |
| | Collective weight | | | | | | | | | | | |
| | Stream | | | | | | | | | | | |
| | Kedge | | | | | | | | | | | |

CHAIN CABLES.

| 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. | |
|-----------------------------------|---------------------------|-----------------------|------------------------|-----------|-------------------------------|--------------|-------------------|--|--------------|---------------------------|-------|--------------------------------------|-------------------------------|------|
| | | | Supplied. | Per Rule. | | | | | | Length. | Diam. | | Length. | Cir. |
| 21830 | 90 15/16 | 10.10 | 2 | 45.2 | 135 | 13/16 | short | Gooding, New York 23.16, S.C. Paul. | TOWLINE | 90 | 15/16 | 75 | 2 1/4 | |
| 21836 | 75 13/16 | 7.18 | 1.5 | 17.1 | 135 | 13/16 | short | Gooding, New York 23.16, S.C. Paul. | HAWERS&WARPS | 90 | 15/16 | 75 | 2 1/4 | |
| Iron (Stream) Chain or Steel Wire | 165 | 15.16 | 4.5 | 17.1 | 135 | 13/16 | short | Gooding, New York 23.16, S.C. Paul. | | 90 | 15/16 | 75 | 2 1/4 | |

Boats *Lifboat 155 calf. 18. 150 calf. 1 boat 90 calf.* Steering Gear, Steam *after and of casing* Steering Gear, Hand *on deck*

Pumps, Number *2* Diameter of Barrel *4* State whether they are in efficient working order *yes*

Windlass is *steam hand* Capstan *yes*

Engine Room Skylights. How constructed? *steel with hinged shut flaps*

What arrangements for deadlights in bad weather? *heavy bulls eyes*

Coal Bunker Openings. How constructed? *cast iron hatches* How are lids secured? *by steel dog* Height above deck? *up to wood deck*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *3 scuppers each side, no freeing port*

Ceiling in Holds, thickness and material *yes*

Cargo Hatchways. How formed? *yes*

Cargo Battsens, thickness and material *yes*

Hatches, If strong and efficient? *yes*

State size No. 1 Hatch (Forward) *yes* No. 2 Hatch *yes* No. 3 Hatch *yes* No. 4 Hatch *yes*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *yes*

No. of Breasthooks *2* No. of Crutches *1*

Bulwarks, height above deck and description *yes*

Main Rail, material and size *2 in. and top of iron*

The above is a correct description.

Builder's Signature (here only) *for Kaldnes malm Verksted A/S*

Surveyor's Signature *Perbjorn Roli*

Surveyor to Lloyd's Register of British and Foreign Shipping.

response. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).

28/1-16, E 28/1-16, E 28/3-16, M 13/5-16.

Workmanship. Are the butts of plating planed or otherwise fitted? *overlapped and butt removed.*

Are riveted work properly closed? *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? *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. 26, par. 20)? *yes*

State results of tests *found tight*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *yes*

State results of tests *found tight*

General Remarks (State quality of workmanship, &c.) *This vessel has been built according with the approved plans and the present day's little amendments thereon. The workmanship and material throughout are of the best description. The steel material used in the construction of the vessel has been manufactured at the approved works and tested by the Society's Surveyors according with the Rules. The stem frame, middle head and middle strake are of cast steel, manufactured by Christiania Steel. The hull, Christiania, and have been tested as per Rule and found good. The deep tank aft has been tested by water pressure to a height of 8 feet above the tanktop and found tight. Main deck and engine and boiler bulwarks have been tested with water from a hose and found tight. Deck pumps have been tested and found to work satisfactory. The heavy steam which for the whole voyage has been arranged for the chain cables, has been tried and found to work satisfactory. The inner surface of the bottom plating is covered with cement. Enclosed: Plan of midship section, Longitudinal section, Stem frame and middle, Engine and boiler seats, shafts, and pipe arrangement.*

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

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop *ft.* R.Q.D. *ft.* Bridge *ft.* Forecastle *ft.*

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *yes*

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) *105 (pl. steel) covered with wood*

Official No. *M.T.K. 10* State if Machinery is fitted aft *amidship*

Signal Letters *M.T.K. 10* Outside *oil and patent paint*

How are the surfaces preserved from oxidation? Inside *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. | | | | Fore peak tank. | | | |
| Double bottom, under Engines and Boilers. | | | | After peak tank. | | | |
| Double bottom, if under Engines only. | | | | Deep tank, aft. | 7 1/2 | | 7 |
| Double bottom, if under Boilers only. | | | | Deep tank, forward. | | | |
| Double bottom, forward. | | | | Other tanks, if fitted. | | | |
| Total capacity of double bottom | | | | (If necessary, furnish further information by sketch.) | | | |

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

Order for Special Survey No. *yes*

Date *23/8, 2/9, 27/10, 13/11, 18/11-1916, 2/2, 27/11-1917*

No. *39* in builder's yard.

DATE OF SURVEYS held while building *29/10, 2/12, 4/12, 6/12-1919*

Total No. of Visits *11*

The amount of Entry Fee *kr. 39.-*

Special Survey Fee *300.-*

Travelling Expenses, if any *178.-*

Fees applied for, *29/1-1920*

Received by me, *3/2/20*

Certificate to be sent to The Surveyor *20/2/20*

State whether the Vessel has been built under Special Survey *yes*

I am of opinion this Vessel should be Classed ** 100A1*

With, or without Freeboard, as condition of Class *yes*

Perbjorn Roli. *Lieut. Col. Lyngstad*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI. FEB. 20. 1920*

Character assigned *100A1*

Lloyd's A & B. P.

12.19

FRI. DEC. 17. 1920

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