

With ~~or Without~~

Disconnected Erections.

STEEL STEAMER.

Received at London Office. WED. MAY 25 1912

Date of completion of report May 11th 1912 State if Report is also sent on the Machinery of the Vessel Yes
Survey held at Glasgow Port of Glasgow
On the Steel Twin Screw Steamer Date, First Survey 7th July 1911 Last Survey May 11th 1912
TONNAGE under 4800.69 CLASS 100A1 Master J. Smiltneek
Tonnage Deck 241.59 Breadth (greatest moulded) 53.0 Car of appointment (1) As Master in service of owner of present vessel: 106 (2) As Master of this vessel: 191.2
Do. between Tonnage Dk. 532.86 Depth, at middle of length from top of keel to top of upper deck beams at side 32.0 Built at Glasgow
Do. of Bridge House 127.57 Transverse Number 85.0 When built 1912 Launched Feb 23rd 1912
Do. of Forecastle 798.32 Length on deck from fore part of stem to after part of stern post 425.0 By whom built Barclay Curle & Co. Ltd.
Do. of Houses on Dk. 6503.23 Longitudinal Number 36125 Owners Russian East Asiatic S.S. Co. Ltd.
Do. of excess of Hatchways 120.60 Depth "d." at middle of length (See Secs. 2 & 13) 20.4 Managers St. Petersburg
Gross Tonnage 6382.63 " " in way of lower Dk. 11.10 (Where necessary to be entered in Reg. Book)
Less Crew Space 2081.03 Proportions—Depth to Length—Upper Deck Beam at side to top of keel 13.28 Residence Liban
Less above Crown of Engine Room 41.95 " " Long Bridge Deck Beam at side to top of keel 10.62 Port belonging to Liban
TONNAGE FOR FEES 4259.65 Register Tonnage 4259.65 Destined Voyage Liban & New York If Surveyed while Building, Afloat, & in Dry Dock Yes

LENGTH on Deck as per Rule	Feet	Inches	BREADTH—Moulded	Feet	Inches	DEPTH, ACTUAL	Feet	Inches	Top of Floors to top of Upper Dk. Beams	Feet	Inches	No. of Decks with flat laid	No. of Tiers of Beams
425	0	0	53	0	0	29	5	5	29	5	5	3	3
Moulded depth, ft. 40 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 1/2 ins.													
Moulded depth, ft. 32 ins. 0 To Upper Dk. Dk. Beam, Actual													
Dimensions of Ship per Register, Length 426.15 breadth 53.25 depth 29.4													
FRAMING.						PILLARS.							
Inches in Ship						Inches in Ship							
FRAME, Angles, Bars amidships						PILLARS, In 'tween Deck, size and spacing							
Do. in peaks						" " " "							
Do. in way of Double Bottoms at Solid Floors						" " " "							
Spacing of Frames from centre to centre amidships						" " " "							
" " " length to Collision bulkhead						" " " "							
" " " in peaks						" " " "							
REVERSED FRAME, Angles, in peaks						" " " "							
Do. in way of Double Bottoms at Solid Floors						" " " "							
" " " at intermdt. Dkts.						" " " "							
FRAMING, depth of girder						" " " "							
FLOORS, depth and thickness of Floor Plate at mid-line for 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						" " " "							
FLOORS & BRACKETS in Cell Dble Bottoms						" " " "							
" " state if flanged (top & bottom)						" " " "							
" " Spacing						" " " "							
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness						" " " "							
" " Angles, Top single						" " " "							
" " " Bottom Double						" " " "							
" " " to Floors for L & R						" " " "							
SIDE GIRDERS, number on each side & thickness						" " " "							
" " state if flanged (top and bottom)						" " " "							
" " Angles (top and bottom)						" " " "							
" " to Floors						" " " "							
MARGIN PLATE, depth (exclusive of flange) and thickness						" " " "							
" " Angles to Outside Plating						" " " "							
" " Floors						" " " "							
" " Height of Brackets above at bilge						" " " "							
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" " " "							
" " in Engine and Boiler space						" " " "							
" " Remainder in Hold						" " " "							
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " " "							
" " Angles on upper edge						" " " "							
" " In way of Long Bridge						" " " "							
" " Spacing						" " " "							
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " " "							
" " Angles on upper edge						" " " "							
" " Spacing						" " " "							
BEAMS, 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						" " " "							
" " Angles on upper edge						" " " "							
" " Spacing						" " " "							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " " "							
" " Angles on upper edge						" " " "							
" " Spacing						" " " "							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " " "							
" " Angles on upper edge						" " " "							
" " Spacing						" " " "							

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

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop $74\frac{33}{4}$ ft., R.O.D. \checkmark ft., Bridge $203\frac{41}{4}$ ft., Forecastle $73\cdot0$ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated—*Poop & Bridge joined by shaft*
Sh 30.5 long

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 should appear in the Register Book) *3 Dhs (Upper Stl Tank sheathed) (2nd Dh stl WS)*
 Official No. \checkmark ; Signal Letters _____ State if Machinery is fitted aft *No*
 How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,	<i>104</i>	<i>214</i>	After peak tank,		<i>33</i>
Double bottom, if under Engines only <i>Fresh water</i>	<i>46</i>	<i>168</i>	Deep tank, aft,		<i>22</i>
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<i>175</i>	<i>442</i>	Other tanks, if fitted, <i>2 fresh water</i>		<i>92</i>
	Total capacity of double bottom	<i>824</i>	(If necessary, furnish further information by sketch.)		

* 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. *4576*

Date *1. 6. 11.*

No. *494* in builder's yard.

DATES OF SURVEYS held while building

1911. July 7. 12. 27 Aug 1. 4. 8. 11. 15. 22. 25. 29 Sep 1. 5. 8. 12. 15. 19. 22. 28. Oct 4. 6. 11. 17. 20. 24. 27. 31 Nov 3. 7. 9. 14. 17. 21. 24. 29 Dec 4. 6. 11. 14. 19. 22. 27. 1912. Jan 10. 23. 30. Feb 2. 6. 9. 14. 16. 21. 23. 27 Mar 1. 5. 8. 15. 19. 22. 26. Apr 11. 17. 18. 24. 26. 27 30. May 2. 3. 7. 11

Surveyor's Signature



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