

STEEL STEAMER or MOTORSHIP.

Received at London Office

22 MAY 1936

State if Report has been sent on the Freeboard of the Vessel *No.*State if Report is sent on the Machinery of the Vessel *Yes.*Date of completion of report *14th of May 1936*Port of *Hamburg*No. *21905*Survey held at *Kiibeck*Date First Survey *8th of August 1935* Last Survey *7th of May*19 *36*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Shul Sc. "EILBEK"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Full Scantling*State Type of Erections *Disconnected.*

TONNAGE under Tonnage Deck

*1666*CLASS *100 A. 1.*State if with freeboard *no.*"Strengthened for navigation condition of Class" *in Sec.*

FEET.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 282.0*Breadth (greatest moulded) *B 44.0*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 19.0*1st Longitudinal Number (L x D) *= 5358*2nd Numeral L x (B + D) *= 17766*Framing Depth "d," at middle of length. See Sec. 3 (1d) *17.12*Proportions—Depth to Length—Uppermost continuous deck to top of keel *14.84*Do. Long Bridge to top of keel *17.7*Draught Moulded *17.7*Built at *Kiibeck*Launched *29th February 1936* Yard No. *347*Builders *Kiibecker Maschinenbau Ges.**Kiibeck*Owners *Knoke & Puschard, AG.*Managers *(Where necessary to be entered in Reg. Book.)*Residence *Hamburg*Port of Registry *Hamburg*

If surveyed while building, afloat, or in dry dock

While building, afloat & in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. THICKNESS IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. THICKNESS IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	600		Bracket Floors, Frame	165x75x8.	
" " from $\frac{3}{8}$ length to Collision bulkhead	600		" " Reversed Frame	150x75x8.	
" " in peaks	600		" " Vertical Struts	150x75x8.	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	870x10.5	
Frame Amidships, <i>180x75x10.5</i>			" " top Angles	75x75x9.5	
" " Extends up to <i>MAIN DECK.</i>			" " bottom Angles	90x90x10.5	
" " <i>EVERY 2nd FRAME TO THE BRIDGE DECK.</i>			Side Girders, No. each side and thickness	ONE. 7.52.	
Reversed Frame Amidships, Angle	V V V		Margin Plate depth (excl. of flange) and thickness	785x9.5	
" " Extends up to	V V V		" " Vertical Angle to Tank side	75x75x8.	
Depth of Framing Girder	180		" " Bracket abaft $\frac{1}{4}$ len. from stem	75x75x8.	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	V V V		" " Vertical Angle to Tank side	75x75x8.	
" " Second 'tween Decks, Angle, [or]	V V V		" " Bracket forward $\frac{1}{4}$ len. from stem	75x75x8.	
" " Third " " "	V V V		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	PLATE 425x8. CARRIED THROUGH FOR FULL LENGTH TO COLLISION BULKHEAD.	
Framing in Peaks, <i>140x65x10</i>			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	1500x9.5	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	90x75x10.5. 192.1332.		Tank Side Brackets, height above base line at toe of Frame and thickness	1125x9.5	
State if Frame Joggled	NO THE PLATING.		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	TWO SIDE STRINGER FROM FR. 102 TO FORM. 15 APPROX. STRENGTHENED FOR NAVIGATION IN ICE.		Breadth and thickness of Middle Line Strake	8.5-8.0	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	FULL FLOORS AND DOUBLE BOTTOM FRAMES FORM. 0.5L. MIDSHIP THICKNESS OF BOTTOM STRAKES CARRIED THROUGH.		Thickness of remainder in Holds	YES.	
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		
Floors, Depth and thickness at mid-line in Holds	V V V		BEAMS. (MAIN DECK.)		
Height of Brackets at side above base line at toe of frame	V V V		Uppermost Continuous Deck, amidships	200x90x12.	
Middle Line Keelson, on Floors, Angles, [or]	V V V		" " in way of Bridge, <i>140x65x7.5</i>	200x90x12.	
" " Through Plate or Intercostal Plate	V V V		Spacing	EVERY FRAME	
" " Foundation Plate on Floors	V V V		QUARTER		
" " Flat Plate Keel Angles	V V V		Second Deck, amidships, <i>140x65x7.5</i>	140x65x7.5	
Side Keelsons, No. each side	V V V		Spacing	EVERY FRAME	
" " thickness of Intercostal Plate	V V V		Third Deck, amidships, Angle, [or]	V V V	
" " Angles	V V V		Spacing	V V V	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]	V V V	
Solid Floors, thickness and spacing	8" EVERY 3rd FRAME.		Spacing	V V V	
" " Are Frame and Reversed Frame joggled?	NO THE PLATING.		Poop Deck, <i>130x65x7.5</i>	130x65x7.5	
Bracket Floors, breadth and thickness at middle line	650x8.		Spacing	EVERY FRAME	
" " breadth and thickness at margin plate	650x8.		Bridge Deck, <i>180x75x8.</i>	180x75x8.	
			Spacing	EVERY FRAME	
			Forecastle Deck, <i>165x75x9.5</i>	165x75x9.5	
			TO 130x65x7.5	130x65x7.5	
			Spacing	EVERY FRAME	

PILLARS AND DECKS.

	mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	V V V		Stringer Plate, breadth and thickness in way of Bridge 1990 x 12.5.	
„ in 'tween Decks, Size and Spacing.....	V V V		Thickness of Plating abreast Deck openings in way of Bridge 8.5-7.5	V
„ „ „ „ „	V V V		Thickness of Plating abreast Deck openings in way of Bridge V V V	
„ in Holds „ „	V V V		Thickness of Plating within line of openings...	V V V
„ „ „ „ „	V V V		If Sheathed, material and thickness	V V V
Centre Line Bulkhead.			Third Deck.	
Stiffeners and Spacing.....	5 200x75x10. EVERY 2nd FRAME.		Stringer Plate, breadth and thickness.....	V V V
Plating, thickness of	7.5		If Plated, state thickness.....	V V V
STRINGERS AND DECKS.			Fourth Deck.	
Uppermost Continuous Deck, MAIN DECK.			Stringer Plate, breadth and thickness.....	V V V
Stringer Plate, breadth and thickness in Wells	1100x27-16.5		If Plated, state thickness	V V V
„ „ „ „ in way of Bridge	1100x8.5		Poop Deck.	
„ Angle in Wells	150x150x20		Stringer Plate, breadth and thickness	680x7.5
Thickness of Plating abreast Deck openings in way of Wells	13-11		Plating, Sheathing, material and thickness ...	6.5-2 1/2\"
Thickness of Plating abreast Deck openings in way of Bridge	8.0-7.5		Bridge Deck.	
Thickness of Plating within line of openings...	7.5		Stringer Plate, breadth and thickness.....	1270x11.5
If Sheathed, material and thickness	V V V		Plating, Sheathing, material and thickness ..	8.5-7.5
QUARTER			Forecastle Deck.	
Second Deck.			Stringer Plate, breadth and thickness.....	680x8.0
Stringer Plate, breadth and thickness in Wells...	1900x12.5-9.0		Plating, Sheathing, material and thickness ..	7.0-6.5 2 1/2\"

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or. to cr.		Diam.	Spacing or. to cr.		
	<i>Exterior mm.</i>	<i>Interior mm.</i>	<i>Exterior mm.</i>	<i>Interior mm.</i>			<i>Exterior mm.</i>	<i>Interior mm.</i>		<i>Exterior mm.</i>	<i>Interior mm.</i>		
FLAT PLATE KEEL	1110	14	13	13.	/	DOUBLE.	22	86.	TREBLE.	22	77.	LAPPED.	
„ DBLG. (if any)	v	v	v	v		v	v	v	v	v	v	v	
BOTTOM PLATING, No. of Strakes	1875	11.5	12.5	10.0	/	DOUBLE.	19	75	TREBLE.	19	66.	LAPPED.	
BILGE PLATING, No. of Strakes	1320 1000	11.5	16.0	11.5 11.5	} STRENGTHENED FOR NAVIGATION IN ICE.	u	19	75	u	19	66	u	
						u	19	75	u	19	66	u	
						u	19	75	u	19	66	u	
SIDE PLATING, No. of Strakes	1650	11.5	16.0	10.0		u	25	100	QUADRUPLE.	25	100	u	
MAIN DECK, Sheer- strake in Wells.....	1650	27.0-20.0	v	v	/	u	19	75	TREBLE.	19	66.	u	
MAIN DECK, Sheer- strake in Bridge ...	1650	11.5	v	v	/	u	19	75	u	19	66	u	
BRIDGE STRAKE BELOW Sheer- strake in Wells.....	1215	12.5	v	v	/	u	19	75	u	19	66	u	
STRAKE BELOW Sheer- strake in Bridge ...	1215	12.5	v	v	/	u	19	75	u	19	66	u	
IN WAY OF QUARTER DECK.	1215	23.0-13.5	v	11.0	/	u	22	86	u	22	76	u	
POOP SIDE PLATING	v	8.0	v	v	/	SINGLE	16	64	DOUBLE.	16	56	u	
BRIDGE SIDE PLATING ..	1215	12.5	v	v	/	v	v	v	v	v	v	v	
FOREC'TLE SIDE PLATING	v	8.5	v	v	/	SINGLE.	16	64	DOUBLE.	16	56.	LAPPED.	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	4
Extending to Upper Deck (Sec. 3 c)	4
„ Deck next below	V
As per Rule	4

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.	
		mm. INCHES.		Spacing.		Scantlings.	Spacing.
		Scantlings.	Spacing.	Scantlings.	Spacing.		
MIDSHIP BULKHEAD, Upper tween decks	V	V	V	V	V	V	V
„ „ Second „	V	V	V	V	V	V	V
„ „ Third „	V	V	V	V	V	V	V
„ „ Holds	10.5-6.5	200x75x9	760	1	V	V	V
COLLISION „ (in Hold)	10.0-6.5	180x75x8.5	600	1	V	V	V
AFTER PEAK „ „	10.0-6.5	115x65x7	600	1	V	V	V

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT KEEL PLATE.			
STEM	FORGING 100x52		ZORTMUNDER HOERDER VEREIN.	
STERN { Propeller Post	CASTING		STREAM & GRUSON & CO. LINE, AS MAGDEBURG.	
FRAME { Rudder „	PLATE & APPROV. L.M.G. LUBECK.			
Speed of Vessel	10 Km.			
RUDDER—Type	Only Rudder.			
„ A x D	V			
„ Diam. of head	FORGING 100x52		QUITEHOFFNUNG- HUTTE, A.G.	
„ Mainpiece at top pintle	CASTING		AS D. GRUSON & CO.	
„ „ heel ..	PLATES APPROV. L.M.G. LUBECK.			
„ how constructed	RIVETED.			
„ double or single plate	DOUBLE PLATE, 10 1/2.			
„ coupling, vertical or	HORIZONTAL.			
„ horizontal	4 COUPLING BOLTS, 7/22 1/2.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *I. M. Open Hearth process.*
Rivets: Orenstein & Koppel et. G. - Gutehoffnungshütte, Schwerte. Plates: Gutehoffnungshütte, Oberhausen, Mittel-
deutsche Stahlwerke, Dortmund. Hoerder Verein. Mannesmannröhren Werke. Profiles: Gutehoffnungshütte, Oberhausen.
 Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No 20600												LETTER 5.	ANCHORS. 3B. 13.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
2799.	1st Bower ...	37	2	3	✓	✓	✓	34	4	1	14		Gysson Anchor.	Otto Gysson Co. Hamburg	Hendon 20. 1. 1936. Hutton. M. Hodge.
2798.	2nd " ...	37	1	13	✓	✓	✓	34	0	2	14		" "	" "	Hendon 20. 1. 1936. Hutton. M. Hodge.
2800.	3rd " ...	37	1	2	✓	✓	✓	34	0	2	14		" "	" "	Hendon 20. 1. 1936. Hutton. M. Hodge.
	Collective weight.	112	0	18.								110.			
2801.	Stream	10	0	22	2	3	1	12	4	1	14	10.	Stock Anchor.	" "	Hendon 20. 1. 1936. Hutton. M. Hodge.

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statutory.	Break-ing.	Cwts.	qrs.	lbs.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
1186.	240	1 13/16	59 1/2	82 3/4	432	0	23.	397 3/4	240	1 13/16	And. Kettenwerke Schlegel, Grunow i. W.	Hendon 16. 1. 1936.	TOWLINE...	90	4"	54.5	90	4"	
													HAWSERS & WARPS	2a 90	2 1/2	18.23	2a 90	2 1/2	
														2a 90	2 1/4	15.7	2a 90	2 1/4	
														MANILA 2a 125	6"	14.6			
														2a 30	12"	38.1			
Stream	75	4 1/2		69.12					75	4 1/2									

Steering Gear, Steam	yes, efficient.	Steering Gear, Hand	See note Rules & Steinbek
Boats 2 life boats.	7,00m x 2,25m x 0,90m.	Steering Chains, Size and Test	1" short link 11. 35. 23. 65.
Ceiling 3 Holds, thickness and material	2 1/2" Pine.	Cargo Battens, thickness, material and spacing	7 x 2" 6" clear spacing.
Cargo Hatchways. (Upper Deck)	Steel plates and angles.	Thickness of Hatches	2 1/2" Pine.
Size of No. 1 Hatchway (Forward)	7200 x 5500.	No. 2	9600 x 5500.
No. 3	9600 x 5500.	No. 4	7200 x 5500.
No. 5		No. 6	
Number of Shifting Beams	5 on hatchways Nos. 1 + 4, 7 on hatchways Nos. 2 + 3.		
		Builder's Signature	Lübecker Maschinenbau-Gesellschaft.

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel		no
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo		no.
The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.		
This vessel has been built in conformity with the amended approved plans and the Requirements embodied in the Society's letters and in all other respects in accordance with the Rules with a view to obtain the Society's Class 100 A. 1 "Strengthened for navigation in Ice". The material used in the construction has been made at works approved by the Committee and tested as required by the Rules. The workmanship throughout is good, all parts conforming well with each other and satisfactorily riveted together. The double bottom tanks, cofferdams, peak tanks, tunnel, bulkheads in holds and weather decks have been tested as required by the Rules and found tight. Air & sounding pipes comply with the Rules. The strengthening for navigation in Ice and the strengthening of the bottom forward have been carried out as approved. Anchors, cables and general equipment compared with the certificates and found in order.		

The amount of Entry Fee	RM: 120,-	Fees applied for,	(Special notations, where part of class, to be stated.)
Special Survey Fee....	# 3685,-	Received by me,	
Travelling Expenses, if any	# : 375,-		
State whether the Vessel has been built under Special Survey	yes.	I am of opinion the Vessel should be Classed	+ 100 A. 1.
Certificate to be sent to	Hamb. Office	Signature	Schischke, Friedrich, Oltgen.
Date of issue	12/6/36	Surveyor to Lloyd's Register of Shipping.	

Committee's Minute	TUE. 26 MAY 1936
Character assigned	+ 100 A. 1
	Lloyd's A & C.P. Strengthened for Navigation in Ice
	+ Line 5. 36 3. D. C. L.

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

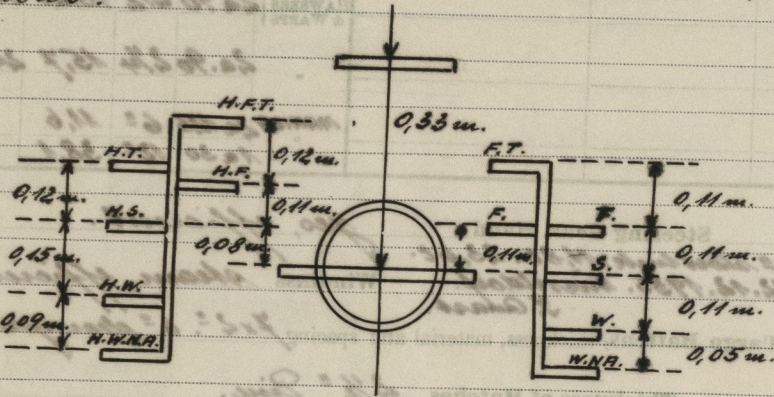
The vessel is fitted with wireless telegraphy and direction finding apparatus. The approved plans are returned herewith. No. 1. Midship section. No. 2. Profile and decks. No. 3. Sternframe and rudder. No. 4. Hatch end pillars. No. 5. Hatchway No. 2 on main deck.

Midship section and Profile as carried out by the Builders attached.

Twelve test certificates and interim certificate attached.

Sister vessels: yard No. 302. "Hasbek". No. 303. "Schiffbek". No. 346. "Steimbek".

The preboard of the Seeburggenossenschaft has been marked on vessel's sides as follows:



SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. *Strengthened for navigation in Ice.*
Cruiser stern. D.F.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower	Height of head.	Drop test	No.	U. No.	U. No.	U. No.	U. No.	U. No.	U. No.
1st Bower	25.0.0	Drop test 12 feet.	No. 1098.	U. No.	U. No.	U. No.	U. No.	U. No.	U. No.
2nd "	24.2.19	" "	No. 1102.	U. No.	U. No.	U. No.	U. No.	U. No.	U. No.
3rd "	24.2.1	" "	No. 1097.	U. No.	U. No.	U. No.	U. No.	U. No.	U. No.
	24.2.1	" "	No. 1101.	U. No.	U. No.	U. No.	U. No.	U. No.	U. No.
	24.2.1	" "	No. 1099.	U. No.	U. No.	U. No.	U. No.	U. No.	U. No.
	24.2.1	" "	No. 1100.	U. No.	U. No.	U. No.	U. No.	U. No.	U. No.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 14.75 ft., R.Q.D. 80.7 ft., Bridge 126.0 ft., Forecastle 32.0 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks 1 DK. (522.)

Official No. ; Signal Letters D.J.A.A.

Is bottom of vessel coated with cement *part cement part asphalt* if not give particulars of composition *Forex after peak tanks + double bottom tanks under engine + boiler spaces cemented. All other tanks coated with asphalt.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	86.62	163.	Fore peak tank,	14.64	36.5.
Double bottom, under Engines and Boilers,	35 (45) 43	124.	After peak tank,	13.78	60.5
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,		
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,		
Double bottom, forward,	122.0	286.	Other tanks, if fitted,		
Total capacity of double bottom	573.		(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 162.

Date 7.5.1935.

Dates of Surveys held while building

1935. August 8. Sept. 20. 24. 27. Octob. 1. 4. 8. 11. 15. 18. 22. 30. Nov. 6. 8. 12. 15. 19. 22. 26. 29. Decumb. 3. 6. 10. 13. 17. 20. 30. 1936. Jan. 7. 10. 14. 17. 21. 24. 27. 31. Febr. 4. 10. 14. 18. 22. 29. March 5. 11. 20. 24. 27. 31. April 3. 8. 21. 23. 27. May. 7.

Total No. of Visits 52.