

1 or 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 49816

State if Report is also sent on the Machinery of the Vessel
Date of completion of Report 16 December 1905
Date, First Survey 18 May 1905

Received at London 18 DEC 1905

Port of Newcastle on Tyne
Last Survey 11 December 1905
Rig Fore & Aft.

Survey held at Newcastle on Tyne
On the S.S. "Saarnholm"

ONE OR TWO DECKED VESSEL.
CLASS 100A1.

Master R. M. Winkler

Year of appointment (1) As master in service of owner of present vessel: 1905
(2) As master of this vessel: 1905

TONNAGE under Tonnage Deck... 1264.95
Do. of Poop 4.77
Do. of Raised Or Dk. or Brg... 33.57
Do. of Bridge House 34.95
Do. of Forecastle 44.88
Do. of Houses on Deck 13.63
Do. of excess of Hatchways above Crown of Engine Room... 1399.15
Gross Tonnage 43.23
Less Crew Space 44.72
Less above Crown of Engine Room... 1327.52
TONNAGE FOR FEES... 44.72
Less Engine Room... 23.65
Less Navigation Spaces... 885.95
Register Tonnage as cut on Beam...

Half Breadth (moulded) 19.00
Depth from upper part of Keel to top of Main Deck Bms. 19.29
Girth of Half Midship Frame (as per Rule) 34.65
1st Number 72.94
Length on deck from after part of stem to fore part of stern post 250.08
2nd Number 18240
Proportions—Breadths to Length 6.58
Depths to Length—Main Deck to top of Keel 12.96

Built at Bill Quay on Tyne.
When built 1905 Launched 14th Oct. 1905.
By whom built Messrs Wood Skinner & Co.
Owners Danstads Selskabel. A/S.
Managers Messrs Johnson & Jespersen.
Residence Copenhagen.
Port belonging to Copenhagen.

Dimensions of Ship per Register, Length, 252.0 breadth, 38.25 depth, 16.25. Moulded Depth, 18 ft. 6 ins. Round of Beam, Actual 9 1/2 ins.

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.
FRAME, Angles, L or C Bars, for 1/2 length amidships		7 1/2	3	10	7 1/2	3	10
Do. for 1/2 at each end		7 1/2	3	9	7 1/2	3	9
Do. in way of Double Bottoms at Solid Floors.		3	3	8	3	3	8
at intermdt. Bkts.		4 per plan					
Spacing of Frames from centre to centre		24					
REVERSED FRAME, Angles		Bulb angle frames per plan					
DEEP FRAMING, depth of girder		24					
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships							
in way of Engines and Boilers							
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		7 1/2 x 9 1/2					
state if flanged (top & bottom)		24					
Spacing		24					
CENTRE GIRDER, in Double Bottom, depth and thickness		36	9	36	9		
Angles, Top		3 1/2	3 1/2	9	3 1/2	3 1/2	9
Bottom		4	4	10	4	4	10
SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom)		One 7					
Angles		3	3	7	3	3	7
MARGIN PLATE, depth (exclusive of flange) and thickness		26					
Angles to Outside Plating		3 1/2	3 1/2	8	3 1/2	3 1/2	8
Floors		3	3	7	3	3	7
Height of Floors at the Bilges		56					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake		36					
thickness in Engine and Boiler space							
Remainder in Holds							
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		7	3	9	7	3	9
Angles on Upper Edge							
Spacing		24					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb							
Angles on Upper Edge							
Spacing							
BEAMS, Hold, Plate or Tee Bulb							
Angles on Upper Edge							
Spacing							
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb		5 1/2	3	8	5 1/2	3	8
Angles on Upper Edge							
Spacing		24					
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle Plate, or Tee Bulb							
Angles on Upper Edge							
Spacing							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb		7 1/2	3	10	7 1/2	3	10
Angles on Upper Edge							
Spacing		40					
BULKHEADS, In 'tween Decks, Size and Spacing		2 1/2 @ 48"					
Hold		4 1/2					
Quarter 'tween Dks.		4 1/2					
in Hold							
WEB FRAMES, In Fore Body, No. and Spacing		One					
No. of Side Stringers		16					
WEB FRAMES, In E. & B. Space, No. & Spacing		One					
Brdth. & Thickness		16	8	16	8		
WEB FRAMES, In After Body, No. and Spacing							
Brdth. & Thickness							
No. of Side Stringers							
Size of Angles or Tee Bars to Web Frames		8 1/2	3 1/2	9	8 1/2	3 1/2	9
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness							

FORGINGS AND CASTINGS.		Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches per Rule Or as Approved.	20ths in Ship.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
KEEL, Bar or Side Plates depth and thickness		8 1/2 x 2 1/2		8 1/2 x 2 1/2				
STEM, moulding and thickness		8 1/2 x 5		8 1/2 x 5				
STERN-POST for Rudder do. do.		do		do				
for Propeller		do		do				
MAIN PIECE of Rudder, diameter at head		7 1/2		7 1/2				
do. at heel		5 1/2		5 1/2				
RUDDER, how constructed		Single plate 19/20						
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.	20ths in Ship.	Inches per Rule Or as Approved.	20ths per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate								
Rider Plate								
Bulb Plate to Intercostal Keelson								
Horizontal Plates on Floors								
Angles								
SIDE KEELSON, Angles								
Bulb or Plate above floors for lng.								
Intercostal Plate for length								
Attached to outside plating with Angle								
BILGE KEELSON, Angles								
Bulb or Plate above floors for lng.								
Intercostal Plate for length								
Attached to outside plating with Angle								
BILGE STRINGER Angles								
Bulb Plate for length								
Intercostal Plate for length								
Attached to outside plating with Angle								
SIDE STRINGER Angles		5 1/2	3 1/2	9	5 1/2	3 1/2	9	
Bulb or Intercostal Plate for full lng.			11	8		11	8	
Attached to outside plating with Angle		3 1/2	3 1/2	8	3 1/2	3 1/2	8	
Main and Raised Quarter Deck Stringer Plate, breadth and thickness		36	10	26	10			
Angle on ditto		4 1/2 x 4 1/2	9	4 1/2 x 4 1/2	9			
Tie Plates, outside Hatchways								
Diagonal Tie Plates on Bms, No. of Pairs								
Main Dk* Iron or Steel for full lng.			6		6			
R. Q. Dk* Iron or Steel for lng.								
Wood Deck, Material & thickness								
Lower Deck Stringer Plate, breadth and thickness								
Angles on ditto, No.								
Tie Plates, outside Hatchways								
Deck* Material and thickness								
Hold Stringer Plate								
Angles on ditto, No.								
Poop Deck Stringer Plate, breadth & thickness		30	8	30	8			
Angle on ditto		3 x 3	8	3 x 3	8			
Tie Plates								
Deck, Material and thickness		Steel	6		6			
Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness								
Angle on ditto								
Tie Plates								
Deck, Material and thickness								
Forecastle Deck Stringer Plate, brdth & thcknss		30	6	30	6			
Angle on ditto		3 x 3	8	3 x 3	8			
Tie Plates								
Deck, Material and thickness		Steel W.T.	7/20	7/20	P.P.	7/20	7/20	P.P.

BULKHEADS.	Number.		Thickness.	STIFFENERS.				Single or Double Frames.	Height up.	
	In Vessel.	Per Rule.		Horizontal.		Vertical.				
				Size.	Spacing.	Size.	Spacing.			
				Inches.	Inches.	Inches.	Inches.			
W.T. BULKHEADS	44	4	6	6 1/2	3'-8 1/2	12	4 1/2	3'-9 1/2	30	See Main
PARTITION					Spaced at					
LONGITUDINAL				12	Spaced		4 1/2	3'-9 (Obs.)	Spaced at	4'
Are the outside Plates doubled two spaces of Frames in length?										
Are the Sluice Valves and Watertight Doors in efficient working order?										

PLATING.										RIVETING.																			
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.														
STRAKES.					AMIDSHIP.					Single or Double.					RIVETS.														
Breadth.					Thickness.					Breadth of Lap.					Spacing.														
FLAT PLATE KEEL (If Bar Keel, state riveting)										Double or Triple Rivets										Spacing									
GARBOARD OR A STRAKE										Single Rivets										Spacing									
State actual thickness in way of Double Bottom.										Double Rivets										Spacing									
B										C										D									
E										F										G									
H										J										K									
L										M										N									
O										P																			
DOUBLING OF FLAT PLATE KEEL										Length of Bilges										Length of Sheerstrakes									
POOP SIDES										RAISED QUARTER DECK SIDES										BRIDGE SIDES									
FORECASTLE SIDES										LENGTHS OF PLATING																			
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 outside Plating &c.										Main Stringer Plate										Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted?									
Has the Steel been tested as required by the Rules										Inner Bottom Plating, riveting of Edges										Centre Girder Butts, riveted									
FRAMES extend in one length from										REVERSED FRAMES on floors and frames extend from										state if ordinary or jogged									
MASTS, SPARS, &c.										Lower Masts										Bowsprit									
Topmasts, Yards and Remainder of Spars										Rigging, Material and Size, Shrouds										Sails									
Equipment No. 20910 Letter										ANCHORS.										Tonnage U.Dk. or Plating No. for Travellers									
Number of Certificate										Weight, Ex. Stock										Test, per Certificate									
1st Bower										2nd										3rd									
Collective weight										Stream										Kedge									
CHAIN CABLES.										HAWERS AND WARPS.																			
Number of Certificate										Length and size supplied										Test per Certificate									
10648										10674																			
Boats										Pumps, Number										Windlass is									
Engine Room Skylights										What arrangements for deadlights in bad weather?										Coal Bunker Openings									
Number of Scuppers, and number and dimensions of Freeing Ports, &c.										Ceiling in Holds, thickness and material										Cargo Hatchways									
State size No. 1 Hatch (Forward)										No. 2 Hatch										No. 3 Hatch									
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch										No. of Breasthooks										No. of Crutches									
Bulwarks, height above deck and description										Main Rail and Stays, material and size																			
Builder's Signature (here only)										Surveyor's Signature																			

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) Secretary's Letter M. 24/11/04, 2/12/04, 22/12/04, 30/12/04, 27/1/05, 17/8/05, 26/8/05. E-10/4/05.

Workmanship. Are the butts of plating planed or otherwise fitted? planed, and overlapped.

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 the plating? very few

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. 23, par 24)? Yes

State results of tests satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes

State results of tests satisfactory

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plan herewith enclosed, the Secretary's Letter generally in conformity with the rules for the 100A, Class and the materials & workmanship throughout are good.

The Surveyor should state the Number of Report and Name of any Sister Vessel. No. 20 49531 "Svanholm".

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 8, R.Q.D. or Break 8, Bridge Dk. 198.0 ft., F'castle 26.75 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated Poop & Bridge 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) one Deck (Steel) & Deep Framing

Official No. ; Signal Letters. State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Cement & paint Outside Paint

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

Where fitted.	*Length.*	Water Capacity.	Where fitted.	*Length.*	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft,	70.0	114	Fore peak tank,	14.0	68
Double bottom, under Engines and Boilers,	30.0	70	After peak tank,	10.0	30
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward		
Double bottom, forward,	111.33	229	Other tanks, if fitted,		
Total capacity	441.3		(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. 2665

Date 20.12.04

No. 128, in builder's yard

1905. May 18, June 14, 1905. July 3, 7, 15, 20, 27, Aug 2, 10, 15, 18, 24, 28, Sep. 1, 8, 12, 20, 26, Oct 2, 4, 6, 13, 17, 25, Nov 1, 7, 23, Dec 4, 6, 11

Fees applied for, 14 Dec 1905

Special, £ 58.4

Received by me, 16 Dec 1905

Travelling Expenses, if any £

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100A.

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

Committee's Minute TUES. 19 DEC 1905

Character assigned 100A

Lloyd's & Co. 12.05

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