

With or Without Disconnected Erections.

FE LANIA STEEL STEAMER.

Received at London Office MON 100 6-1914

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

Date of completion of report 31 March 1914.

Port of Amsterdam

No. 5944

Survey held at Amsterdam

Date, First Survey 3 May 1912

Last Survey 19 March 1914

On the Motor Vessel Felania

Rig two pole masts

TONNAGE under Tonnage Deck 3326.51

CLASS 100 A 1 carrying FEET.

Master J. Kedeher

Year of appointment (1) As Master in service of owner of present vessel: 191 (2) As Master of this vessel: 191

Do. between Tonnage Dk. and 3rd and 4th Dk. 196.28

Breadth (greatest moulded) 46.5

Total under Upper Dk. 3326.51

Depth, at middle of length from top of keel to top of upper deck beams at side 27.42

Do. of Poop 129.78

Transverse Number 73.92

Do. of Bridge House 129.78

Length on deck from fore part of stem to after part of stern post 346.67

Do. of Forecastle 129.78

Longitudinal Number 25616

Do. of Houses on Dk. 129.78

Depth "d," at middle of length (See Secs. 2 & 13) 12.64

Do. of excess of Hatchways 129.78

Proportions—Depth to Length—Upper Deck Beam at side to top of keel 12.64

Do. above Crown of Engine Room 129.78

Long Bridge Deck Beam at side to top of keel 12.64

Gross Tonnage 3802.57

Destined Voyage Black Sea

Managers Ditto

Residence J. Gravenhage

Port belonging to J. Gravenhage

Less Crew Space 129.78

Register Tonnage as out on Beam 2311.68

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

Less above Crown of Engine Room 129.78

LENGTH on Deck as per Rule 346 8

No. of Decks with flat laid two

TONNAGE FOR FEES 3528.50

BREADTH Moulded 46 6

No. of Tiers of Beams two

Less Engine Room 129.78

DEPTH, ACTUAL Top of Floors to top of Upper Dk. Beams 25 4 1/2

Moulded depth, ft. 27 ins. 5 To Bridge Dk. Round of Upper Dk. Beam, Actual 11 1/2 ins.

Less Navigation Spaces 129.78

Do. do. do. do. Second Dk. Beams 14 10 1/2

Dimensions of Ship per Register, Length 346.56 breadth 46.7 depth 25.55

Register Tonnage as out on Beam 2311.68

FRAMING. Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule Or as Approved. Inches per Rule

PILLARS. Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule Or as Approved. Inches per Rule

LENGTH on Deck as per Rule 346 8

FRAME, Angles, or Bars amidships 6 1/2 3 1/2 40 6 1/2 3 1/2 40

PILLARS, In 'tween Deck, size and spacing 8 x 4 1/2 46 8 x 4 1/2 46

Do. in peaks 6 1/2 3 1/2 44

" Hold 8 x 4 1/2 46 8 x 4 1/2 46

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" Quarter 'tween Dks. 8 x 4 1/2 46 8 x 4 1/2 46

" at intermdt. Bkts. 2 1/2 2 1/2 24

" IN POOP & FORE CASTLE 8 x 4 1/2 46 8 x 4 1/2 46

Spacing of Frames from centre to centre amidships 24 1/2

" IN BARGE SPACE THREE ROWS 8 x 4 1/2 46 8 x 4 1/2 46

" length to Collision bulkhead 24

KEELSONS & STRINGERS. Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule Or as Approved. Inches per Rule

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 5 1/2 5 1/2 42 5 1/2 5 1/2 42

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" Rider Plate 5 1/2 5 1/2 42 5 1/2 5 1/2 42

" at intermdt. Bkts. 2 1/2 2 1/2 24

" Flat Plate Keel Angles 5 1/2 5 1/2 42 5 1/2 5 1/2 42

Spacing of Frames from centre to centre amidships 24 1/2

" Horizontal Plates on Floors 5 1/2 5 1/2 42 5 1/2 5 1/2 42

" length to Collision bulkhead 24

" Angles or Bulb Angles in Fore Body 5 1/2 5 1/2 42 5 1/2 5 1/2 42

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" SIDE KEELSONS, Number 100

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" Angles or Bulb Angles in Fore Body 5 1/2 5 1/2 42 5 1/2 5 1/2 42

" at intermdt. Bkts. 2 1/2 2 1/2 24

" Plate above floors, for length 5 1/2 5 1/2 42 5 1/2 5 1/2 42

Spacing of Frames from centre to centre amidships 24 1/2

" Intercoastal Plate, for whole length 5 1/2 5 1/2 42 5 1/2 5 1/2 42

" length to Collision bulkhead 24

" Attached to outside Plating with Angle 5 1/2 5 1/2 42 5 1/2 5 1/2 42

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

BILGE KEELSON, Angles 5 1/2 5 1/2 42 5 1/2 5 1/2 42

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" Intercoastal Plate for length 5 1/2 5 1/2 42 5 1/2 5 1/2 42

" at intermdt. Bkts. 2 1/2 2 1/2 24

" Attached to outside Plating with Angle 5 1/2 5 1/2 42 5 1/2 5 1/2 42

Spacing of Frames from centre to centre amidships 24 1/2

SIDE STRINGERS, Number 100

" length to Collision bulkhead 24

" Angles 6 1/2 3 1/2 60 6 1/2 3 1/2 60

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" Intercoastal Plate, for whole length 5 1/2 5 1/2 42 5 1/2 5 1/2 42

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" Attached to outside plating with Angle 5 1/2 5 1/2 42 5 1/2 5 1/2 42

" at intermdt. Bkts. 2 1/2 2 1/2 24

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) 4 1/2 60 4 1/2 60

Spacing of Frames from centre to centre amidships 24 1/2

" " " " br'dth & thickness (in way of Bridge) 4 1/2 60 4 1/2 60

" length to Collision bulkhead 24

" " " " Angle (clear of Bridge) 6 x 6 47 6 x 6 47

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " Tie Plate at sides of Hatchways 50 50 50 50

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" " " " Deck * Iron or Steel, for whole lng. 50 50 50 50

" at intermdt. Bkts. 2 1/2 2 1/2 24

" " " " Thickness (clear of Bridge) 40 40 40 40

Spacing of Frames from centre to centre amidships 24 1/2

" " " " (in way of Bridge) 40 40 40 40

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " Wood Deck. Material & thickness 40 40 40 40

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" " " " Second Deck Stringer Plate, br'dth & thickness 60 42 60 42

" at intermdt. Bkts. 2 1/2 2 1/2 24

" " " " Angles on ditto, No. 5 x 5 56 5 x 5 56

Spacing of Frames from centre to centre amidships 24 1/2

" " " " Tie Plates outside Hatchways 56 56 56 56

" length to Collision bulkhead 24

" " " " Deck * Iron or Steel, for whole lng. 56 56 56 56

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " Wood Deck. Material & thickness 40 40 40 40

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" " " " Third Deck Stringer Plate, br'dth & thickness 40 40 40 40

" at intermdt. Bkts. 2 1/2 2 1/2 24

" " " " Angles on ditto, No. 5 x 5 42 5 x 5 42

Spacing of Frames from centre to centre amidships 24 1/2

" " " " Tie Plates outside Hatchways 40 40 40 40

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " Deck * Material and thickness 40 40 40 40

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" " " " Fourth and Fifth Deck Stringer Plate, br'dth & thickness 40 40 40 40

" at intermdt. Bkts. 2 1/2 2 1/2 24

" " " " Angles on ditto, No. 5 x 5 42 5 x 5 42

Spacing of Frames from centre to centre amidships 24 1/2

" " " " Tie Plates outside Hatchways 40 40 40 40

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " Deck. Material & thickness 40 40 40 40

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" " " " Poop Deck Stringer Plate, breadth & thickness 42 34 42 34

" at intermdt. Bkts. 2 1/2 2 1/2 24

" " " " Angle on ditto 3 1/2 x 3 1/2 34 3 1/2 x 3 1/2 34

Spacing of Frames from centre to centre amidships 24 1/2

" " " " Tie Plates 34 34 34 34

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " Deck. Material and thickness 30 30 30 30

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" " " " Bridge Deck Stringer Plate, br'dth & thickness 40 40 40 40

" at intermdt. Bkts. 2 1/2 2 1/2 24

" " " " Angle on ditto 40 40 40 40

Spacing of Frames from centre to centre amidships 24 1/2

" " " " Tie Plates 40 40 40 40

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " Deck. Material and thickness 40 40 40 40

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" " " " Forecastle Deck Stringer Plate, br'dth & thickness 34 34 34 34

" at intermdt. Bkts. 2 1/2 2 1/2 24

" " " " Angle on ditto 34 34 34 34

Spacing of Frames from centre to centre amidships 24 1/2

" " " " Tie Plates TWO STRAKES AMIDSHIP 34 34 34 34

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " Deck. Material and thickness STEEL 30 30 30 30

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

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

" at intermdt. Bkts. 2 1/2 2 1/2 24

" " " " 2021

Spacing of Frames from centre to centre amidships 24 1/2

" " " " Lloyd's Register Foundation

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " 014166 - 014174 - 0143

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 36

" " " " Form No. 1A.—1m, 31.1T.

" at intermdt. Bkts. 2 1/2 2 1/2 24

" " " " 014166 - 014174 - 0143

Spacing of Frames from centre to centre amidships 24 1/2

" " " " 014166 - 014174 - 0143

REVERSED FRAME, Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" " " " 014166 - 014174 - 0143

EQUIPMENT No. 26762				LETTER U				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS			
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
16859	1st Bower	53	3	21				44	15	0	0	48	5	0	Byers Stocklin
16844	2nd "	41	2	14				36	17	3	7	41	2	0	" " "
40656	3rd "	38	3	7	10	1	14	34	19	1	14	34	1	14	" " "
16846	4th "	49	0	14				41	16	2	7	48	5	0	" " "
	Collective weight	144	2	21								139	0	0	" " "
13999	Stream	13	0	14	3	1	18	14	14	0	21	46	1	0	" " "
14000	Kedge	5	3	12	1	1	26	8	2	3	7	8	2	1	" " "

CHAIN CABLES.										HAWSEWS AND WARPS.													
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.		Length and size per Table 31.	
		Fathoms.	Ins.	Tons.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.							Fathoms.	Ins.	Tons.	Cwts.	qrs.	lbs.
13646	155	2	12	100%	179	1	0	538	3	0	270	2	Hand	W. & A. P. & Co.	10/1/13		TOWLINE	120	4	100%	120	4	100%
13247	90	2	12	100%	179	1	0	538	3	0	270	2	Hand	W. & A. P. & Co.	10/1/13		HAWSEWS & WARPS	2x90	2 1/2	11 1/2	2x90	2 1/2	11 1/2
13647	45	1	12	100%	179	1	0	538	3	0	270	2	Hand	W. & A. P. & Co.	10/1/13		"	2x90	2 1/2	11 1/2	2x90	2 1/2	11 1/2
13648	90	4 1/2		100%	179	1	0	538	3	0	270	2	Hand	W. & A. P. & Co.	10/1/13		"	2x110	3	11 1/2	2x110	3	11 1/2

Boats 24x6.9x3 and One 16x5.3x1.11 Steering Gear, Steam, W. & A. P. & Co. Steering Gear, Hand, W. & A. P. & Co.

Pumps, Number (not required) One portable hand pump Diameter of Barrel 5" State whether they are in efficient working order Yes.

Windlass is Clarke Chapman & Co. Capstan ditto.

Engine Room Skylights.—How constructed? Steel coamings What arrangements for deadlights in bad weather? Flaps with built up canvas & tarpaulins

Coal Bunker Skylights.—How constructed? How are lids secured? Height above deck? 2'

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 5 Scuppers 6"x3"

Ceiling in Holds, thickness and material. Cargo Battens, thickness and material 2 1/2"x3"

Cargo Hatchways.—How formed? 8'x3'x38" Hatches, If strong and efficient? Yes

State size No. 1 Hatch (forward) 7'x5' No. 2 Hatch No. 3 Hatch No. 4 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 Open railing with rods Main Rail, material and size

The foregoing is a correct description. NEDERLANDSCHE SLOEPBOUW-MAATSCHAPPIJ. Surveyor's Signature J. H. M. de Boer

Builder's Signature (here only) J. H. M. de Boer

Correspondence.—State dates and initials of letters respecting this case. (Reference should be made in any correspondence connected with the case.) 14 Feb. 1914, 14 May 1914, 14 June 1914, 6 July 1914, 20 Aug. 1914, 12 Oct. 1914, 10 Jan. 1915, 18 Feb. 1915, 4-10 March 1915, 13 Jan. 1916, 1914.

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 the plating? None.

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 Satisfactory

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

State results of tests

General Remarks (State quality of workmanship, &c.) This vessel has been constructed according to the Society's Rules and approved plans herewith returned to London Office.

Material used in the construction of good ductile quality and duly tested as required.

Workmanship throughout good. All oil and liquid fuel compartments cofferdams, double bottom in motor space, deep tank and after peak tank tested as required by rules with satisfactory results.

Pumping arrangement throughout the vessel in good working condition and efficient means provided for to exhaust gases to the open air and also to make the tanks gas free.

Steering gear, windlass and winches in good working order.

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

The amount of Entry Fee 60.- : Fees applied for, 11 March 1914

Special Survey Fee 1538.70 : Received by me, 1 April 1914

Traveling Expenses, if any 34.- : 1 April 1914

State whether the Vessel has been built under Special Survey Yes.

I am of opinion this Vessel should be Classed 100 A1 Carrying Petroleum in bulk.

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

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

Committee's Minute

Character assigned

TUE. APR. - 7. 1914

100 A1

Carrying Petroleum in bulk

Lloyds A & C.P.

+ R.M.C. 3.14

(Oil Engines)

W. H. M. de Boer

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 74 ft., R.Q.D. — ft., Bridge — ft., Forecastle 37.5 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). *Two decks, two tiers of beams.*

Official No. ; Signal Letters

State if Machinery is fitted aft *Yes*

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.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>IN MOTOR ROOM</i>	<i>40.8</i>	<i>50</i>	Fore peak tank, —		
Double bottom, under Engines and Boilers, —			After peak tank, —	<i>14</i>	<i>53</i>
Double bottom, if under Engines only, —			Deep tank, aft, —		
Double bottom, if under Boilers only, —			Deep tank, forward, —	<i>26.5</i>	<i>440</i>
Double bottom, forward, —			Other tanks, if fitted, —		
Total capacity of double bottom			(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, tight*

Order for Special Survey No. *46*

Date *1 May 1912*

No. *126* in builder's yard.

Dates of Surveys held while building

*3-8 May 6 Jun 23 Aug. 6-13 Sept. 7-21 Oct. 22-25 Nov 3-10 Dec 1912.
2-28 Jan. 10-17, 25-26 Feb. 6-7, 12, 18-27 March 21-22, 24-29 April 6-10, 27-30
May 13-27 June 4-17, 18-19, 21-22 July 11-26 Aug. 4-12, 23-29 Sept. 4-13, 20-22
29 Oct. 3-12, 15-18, 21 Nov. 2-3, 12-13, 16-18, 22-23, 28-29 Dec 1913 7-9, 15-22, 26-28
11-13, 20-25, 27, 28 Feb. 3-6, 9-12, 13-14, 18-19, 30 March 1914*

Total No. of Visits *85*

Surveyor's Signature

W. H. M. Bungdorff

Lloyd's Register
Foundation