

STEEL STEAMER or MOTORSHIP.

21 SEP 1934

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *yes.*State if Report is sent on the Machinery of the Vessel *yes.*Date of completion of report *18th Septemb. 1934.*Port of *Hamburg.*No. *21285*Survey held at *Hamburg.*Date First Survey *20th of August*Last Survey *5th of September 1934.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel S.S. "HINDHEAD" ex Consul Ham.*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling.*State Type of Erections *Keel, Bridge and Forecastle.*TONNAGE under Tonnage Deck... *2732.*CLASS - 100 A1 - State if with freeboard as condition of Class *yes.*Built at *Kiel.*Do. of space or spaces between Tonnage Dk. and Upper Dk. *1000*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 304.23.*Launched *8th Novemb. 1934* Yard No. *455.*

Total

Breadth (greatest moulded) *B 47.59.*Builders *Friedr. Krupp A.G.*Gross Tonnage *3219.*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 25.89.*Owners *Knoll Line.*Register Tonnage *1932.*1st Longitudinal Number (L x D) *= 7876.52.*

Managers (Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) *= 22354.82.*Residence *London.*

REGISTERED DIMENSIONS.

FEET.

Length *306.5*Breadth *47.7*Depth *23.5*

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.75.*Port of Registry *London.*

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel

Draught Moulded *21.3.**Afloat and in dry dock.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. Inches IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. Inches IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	620		Bracket Floors, Frame	180x75x11.	
" " from $\frac{3}{8}$ length to Collision bulkhead	620		" " Reversed Frame	180x75x10.5	
" " in peaks	600		" " Vertical Struts <i>plates.</i>	675x8.	
DE FRAMING.			Centre Girder, depth and thickness amidships	960x10.5	
Frame Amidships, <i>Angle, L or C</i>	200x75x11.		" " top Angles	75x75x10.	
" " Extends up to	2nd deck.		" " bottom Angles	110x110x11.	
Reversed Frame Amidships, Angle	V		Side Girders, No. each side and thickness	2 - 8	
" " Extends up to	V		Margin Plate depth (excl. of flange) and thickness	820 - 10.	
Depth of Framing Girder	200		" " Vertical Angle to Tank side	75x65x8.	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>C</i> or <i>C</i>	170x75x10.		" " Bracket abaft $\frac{1}{2}$ len. from stem	75x65x8.	
" " Second 'tween Decks, Angle, <i>C</i> or <i>C</i>	V		" " Vertical Angle to Tank side	75x65x8.	
" " Third " " " "	V		" " Bracket forward $\frac{1}{2}$ len. from stem	75x65x8.	
Framing in Peaks, <i>Angle, L or C</i>	170x75x10		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	450x8. way 2nd frame.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	19 - 130		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	" " "	
State if Frame Joggled	NO.		Tank Side Brackets, height above base line at toe of Frame and thickness	1600 - 8.	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	<i>See strength plan forward. No. 1 side frame and 3 side stringers.</i>		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Bottom plates midship thickness, full floors and double frames from 0.2 L. to 0.8 side girders.</i>		Breadth and thickness of Middle Line Strake	960 x 10.	
DOUBLE BOTTOM.			Thickness of remainder in Holds	8.5.	
Floors, Depth and thickness at mid-line in Holds	V		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?	<i>yes.</i>	
Height of Brackets at side above base line at toe of frame	V		BEAMS.		
Middle Line Keelson, on Floors, Angles, <i>C</i> or <i>C</i>	V		Uppermost Continuous Deck, amidships in Wells, <i>Angle, L or C</i>	150x70x9. 170x75x9.5. 190x85x10.5.	
" " Through Plate or Intercoastal Plate	V		" " in way of Bridge, <i>Angle, L or C</i>	200x85x11.	
" " Foundation Plate on Floors	V		Spacing	1000 frame.	
" " Flat Plate Keel Angles	V		Second Deck, amidships, <i>Angle, L or C</i>	190x85x10.5 170x85x10.	
Keelsons, No. each side	V		Spacing	1000 frame.	
" thickness of Intercoastal Plate	V		Third Deck, amidships, Angle, <i>C</i> or <i>C</i>	V	
" Angles	V		Spacing	V	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, <i>C</i> or <i>C</i>	V	
Solid Floors, thickness and spacing	<i>8. way 3rd frame.</i>		Spacing	V	
" " Are Frame and Reversed Frame joggled?	<i>no.</i>		Poop Deck, <i>Angle, L or C</i>	140x65x9.5.	
Bracket Floors, breadth and thickness at middle line	530x8 flanged.		Spacing	way frame.	
" " breadth and thickness at margin plate	530x8 flanged.		Bridge Deck, <i>Angle, L or C</i>	160x70x9.5 180x75x10.	
			Spacing	way frame.	
			Forecastle Deck, <i>Angle, L or C</i>	160x70x9.5	
			Spacing	way frame.	

PILLARS AND DECKS.						
		<i>Measure Feet</i> IN SHIP.	Any Departure from Approved Plans to be Noted.		<i>Measure. Feet</i> IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....		<i>Centre line Bulkhead.</i>				
"	in 'tween Decks, Size and Spacing.....					
"	" " " "					
"	in Holds					
"	" " " "					
Centre Line Bulkhead.						
Stiffeners and Spacing.....		<i>180 x 75 x .95. Long End Panel</i>				
Plating, thickness of		<i>.7</i>				
STRINGERS AND DECKS.						
Uppermost Continuous Deck.						
Stringer Plate, breadth and thickness in Wells		<i>1140 15-18.</i>				
"	" " " " in way of Bridge	<i>1140 9-8.</i>				
"	Angle in Wells	<i>double upper 200 x 100 x 13. lower 200 x 100 x 13.</i>				
Thickness of Plating abreast Deck openings in way of Wells		<i>8.5 - 7.5</i>				
Thickness of Plating abreast Deck openings in way of Bridge		<i>(9) - 7.5</i>				
Thickness of Plating within line of openings...		<i>9 - 7.5</i>				
If Sheathed, material and thickness		<i>not sheathed</i>				
Second Deck.						
Stringer Plate, breadth and thickness in Wells...		<i>7.5 - 6.5.</i>				
Stringer Plate, breadth and thickness in way of Bridge		<i>7.5 - 6.5.</i>				
Thickness of Plating abreast Deck openings in way of Bridge		<i>7.5 - 6.5.</i>				
Thickness of Plating within line of openings...		<i>6.5</i>				
If Sheathed, material and thickness		<i>not sheathed</i>				
Third Deck.						
Stringer Plate, breadth and thickness.....		<i>v</i>				
If Plated, state thickness.....		<i>v</i>				
Fourth Deck.						
Stringer Plate, breadth and thickness.....		<i>v</i>				
If Plated, state thickness		<i>v</i>				
Poop Deck.						
Stringer Plate, breadth and thickness		<i>800 8.5</i>				
Plating, Sheathing, material and thickness		<i>2 1/2 Oregon Pine.</i>				
Bridge Deck.						
Stringer Plate, breadth and thickness.....		<i>1140 10.5.</i>				
Plating, Sheathing, material and thickness ...		<i>7.5 - 8.</i>				
Forecastle Deck.						
Stringer Plate, breadth and thickness.....		<i>760 8.5-</i>				
Plating, Sheathing, material and thickness ...		<i>2 1/2 Oregon Pine.</i>				

SCANTLINGS.										SHELL PLATING.										RIVETING.									
STRAKES.		AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		EDGES. State if jogged?		SINGLE OR DOUBLE.		RIVETS. Diam. Spacing or to cr.		No. of Rows of Rivets.		BUTTS. Rivets. Diam. Spacing or to cr.		STRAPPED OR LAPPED.											
		AMIDSHIPS.		FORWARD.																AFT.									
		Breadth.	Thickness.	Thickness.	Thickness.															Thickness.	Thickness.								
FLAT PLATE KEEL		1120	20	16	20					Double.		25	100	3	25	38	Joggled.												
" Debg. (if any)		✓	✓	✓	✓					✓		✓	✓	✓	✓	✓	✓												
BOTTOM PLATING, No. of Strakes		1550	12	13.5	10-10.5					✓		✓	✓	✓	✓	✓	✓												
" of Strakes		1550	12.5	13.5	10-10.5					Double.		19	76	3	19	67	Joggled.												
BILGE PLATING, No. of Strakes		1900	13	13.5	10-10.5					"		22	88	3	22	77	"												
" of Strakes		1900	13	13.5	10-10.5					"		22	88	3	22	77	"												
SIDE PLATING, No. of Strakes		1600	12-12.5	13.5	10.5					"		19	76	3	19	67	"												
" of Strakes		1600	12-12.5	13.5	10.5					"		22	88	3	22	77	"												
UPPER DECK, Sheer-strake in Wells		1150	11	11	25-11					"		19	76	3	19	67	"												
" of Strakes		1150	11	11	25-11					"		22	88	3	22	77	"												
UPPER DECK, Sheer-strake in Bridge		1150	12.5	✓	✓					"		19	76	3	19	67	"												
" of Strakes		1150	12.5	✓	✓					"		22	88	3	22	77	"												
STRAKE BELOW SHEER-strake in Wells		1600	✓	12.5	12.5					"		19	76	3	19	67	"												
" of Strakes		1600	✓	12.5	12.5					"		22	88	3	22	77	"												
STRAKE BELOW SHEER-strake in Bridge		1600	12.5	✓	✓					"		19	76	3	19	67	"												
" of Strakes		1600	12.5	✓	✓					"		22	88	3	22	77	"												
POOF SIDE PLATING		✓	✓	✓	8.5					Single.		16	56	2	16	56	"												
" of Strakes		✓	✓	✓	8.5					Double.		19	76	3	19	67	"												
BRIDGE SIDE PLATING		✓	12-12.5	✓	✓					Single.		19	76	3	19	67	"												
" of Strakes		✓	12-12.5	✓	✓					Double.		19	76	3	19	67	"												
FORE'C'TLE SIDE PLATING		✓	✓	9	✓					Single.		19	67	2	19	67	"												
" of Strakes		✓	✓	9	✓					Double.		19	67	2	19	67	"												

WATERTIGHT BULKHEADS.										FORGINGS AND CASTINGS.															
Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule		STIFFENERS.		VERTICAL.		HORIZONTAL.		Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.					
																						VERTICAL.		HORIZONTAL.	
																						Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'D, Upper tween decks		7-8	7-8	65x8	810																				
" " Second "																									
" " Third "																									
" " Holds		8-9	8-9	65x8	810																				
" " (in Hold)		11-7	11-7	65x8	810																				
COLLISION		8-7	8-7	65x8	810																				
" " (in Hold)		11-7	11-7	65x8	810																				
AFTER PEAK		8-7	8-7	65x8	810																				
" " (in Hold)		11-7	11-7	65x8	810																				

STEEL.		Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).		Open Hearth Process.	
		Plates & sections, Gutkoppersmith, Oshkosh, Wisconsin.			
		Has the Steel been tested as required by the Rules?		Tested by Germ. Lloyd Surveyors.	

EQUIPMENT NO. <u>2360</u>										LETTER <u>M</u>		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK	WEIGHT OF STOCK			TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE G3.		Description of Anchor.	Makers.	Where and when tested and Superintendent.				
			Owts.	qrs.	lbs.		Owts.								
<u>1936</u>	1st Bower ...	<u>2136 kg.</u>	x	v	v	<u>44200 kg.</u>									
<u>3234</u>	2nd "	<u>2629 kg.</u>	x	v	v	<u>44200</u>			<u>Hockless.</u>	<u>Friedt Hupp. Bremen.</u>	<u>Kiel, 18.4.1911.</u>	<u>Jensen, Elgert, Hambro.</u>			
<u>74285</u>	3rd "	<u>44-3-3.</u>	x	v	v	<u>42-5-3.</u>	<u>21.</u>	/	"	"	<u>" 23.2.1912.</u>	"			
	Collective weight.														
<u>13947.</u>	Stream	<u>939 kg.</u>				<u>20200 kg.</u>			<u>6500 kg.</u>	<u>unknown.</u>	<u>Norsholm, 23.4.15. Byrgstad.</u>				
<u>2050.</u>	"	<u>768 kg.</u>				<u>20200 kg.</u>			<u>763 kg.</u>	<u>"</u>	<u>O. Hansen, Copenhagen, 24.7.1912.</u>	<u>Mogelbo, 18.7.22. Munkbo.</u>			
CHAIN CABLES.													<u>Ordinary.</u>		
Number of Certificate.	Length and size supplied.	Stat per Certificate. Status Break-tory sling.	WEIGHT OF CHAIN CABLE.		Length and Size per Table S3.	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 S3.			
			Supplied.	Per Rule.								Length.	Or.	Patoms.	Inns.
<u>2722</u>	<u>225 50</u>	<u>11103</u>	x	<u>not stated.</u>	<u>270 1 1/2"</u>	<u>Steel cable.</u>	<u>unknown.</u>	<u>Prake, 5.9.1933.</u>		<u>TOWLINE</u>	<u>110</u>	<u>100</u>	<u>4.</u>		
<u>3145</u>	<u>212 50</u>	<u>11103</u>	x	<u>11103</u>				<u>Kiel, 10.1.1924.</u>			<u>2x 90</u>	<u>2 1/4</u>	<u>2x 90 2 1/4</u>		
<u>30273</u>	<u>15 24</u>	<u>222 1000 33-3-0.</u>	/					<u>Lariff, 1.12.1936.</u>		<u>HAWSERS & WARPS</u>	<u>2x 90</u>	<u>2 1/4</u>	<u>2x 90 2 1/4</u>		
<u>274</u>	<u>Iron Stream Chain (Ward No. 2)</u>	<u>174 30</u>		<u>not stated.</u>	<u>165 2 1/2"</u>			<u>Prake, 9.8.1933.</u>		"	<u>100</u>	<u>7 1/2</u>			
								<u>Byrgstad, Germ.</u>		"	<u>100</u>	<u>9 1/2</u>			
Steering Gear															

Steering Gear, ~~Steam~~ *Electric driven, efficient.*
Boats *2 life boats.* Steering Chains, Size and Test *no chain.* Steering Gear, Hand *yes.*
Ceiling in Holds, thickness and material *65 lb. pine.* Windlass *Glosh. driven, efficient.*
Cargo Hatchways.—(Upper Deck) *Steel coverings + angles.* Cargo Battens, thickness, material and spacing *150x50 lb. pine. 230 lb.*
Thickness of Hatches *3". Pine.*
Size of No. 1 Hatchway (Forward) *7'4 1/2 x 4'9 in.* No. 2 *9'3 x 4'9 in.* No. 3 *4'7 1/2 x 4'9 in.* No. 4 *7'4 1/2 x 4'9 in.* No. 5 *7'4 1/2 x 4'9 in.* No. 6 *7'4 1/2 x 4'9 in.*
Number of Shifting Beams *20 for Fore and Aft.* No. 1 hatchway = 3. No. 2 - 4. No. 3 - 2. No. 4 - 3. No. 5 - 3.

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel yes (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.

The oil fuel is carried in side bunkers above double bottom tanks at sides of the motor room.

Flash point of the oil fuel above 150° F.

The vessel has been built to the scantlings as given in the approved plans. The material used in the construction are good and the workmanship is satisfactory. All parts fit closely together and the riveting is sound. All double bottom tanks, peak tanks, fresh water tanks and oil fuel bunkers have been fitted, tested as required by the Rules and found tight. The painting arrangements and strengthening of the bottom forward found satisfactory. The construction at the hatch ends throughout the vessel found satisfactory and well supported at centre to the centre line bulheads or transverse bulheads. The seams, butt & boundaries of the oil fuel bunkers are as required by the Rules. No arrangement now made for separating the drinking water tanks in the bridge space from the oil fuel bunkers below same. The matter has been discussed with the Owners' Representative.


The amount of Entry Fee £ 7 : 0 : 0 } Fees applied for,
Special Survey Fee £ 93 : 0 : 0 } 18.9.1934
FREEBOARD 14 0 0 } Received by me,
Travelling Expenses, if any £ 2 : 0 : 0 } 21/9/34
State whether the Vessel has been built under Special Survey No.
Certificate to be sent to The Owners Date of issue 25/9/34
I am of opinion the Vessel should be Classed - 100A1 -
"with freeboard" subject to 15 fms. of chain cable
being supplied.
Signature H. Goring, Fris. Officer.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute **ME 125 SEP 1934**

Character assigned **180A1**

with freeboard
S.S. No 3-9.34
Lloyd's Rep.

Write on *My*

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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.)

Native who wishes to dispense with this alterations, and in connection I have to state that the overflow pipes of the oil fuel bunker ends about 9" below the bottom of the fresh water tanks, so that no oil pressure will come to the bottom of these tanks.

The preboard as assigned by the Committee has now been worked on vessel's sides and verified.

The approved plans are being retained for the purpose of dealing with the sister vessel *Pharos Horn*, which is now under survey at this port.

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

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 25 ft., R.Q.D. ✓ ft., Bridge 97.67 ft., Forecastle 23 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 decks (steel.)

Official No. ; Signal Letters Is bottom of Vessel coated with cement *yes* if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	71	158.	Fore peak tank,	16.	58.
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	22.	48.
Double bottom, if under Engines only,	45	104.	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	132	390.	Other tanks, if fitted, <i>DECK TANK ON UPPER DECK FR. 87-99</i>	24.	246.
Total capacity of double bottom		652.	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

THIS TANK WILL NOW BE USED AS CARGO SPACE ONLY.

Order for Special Survey No.

Date

Dates of Surveys
held while building

*August 1934: 20. 23. 24. 27. 28. 30.
Septemb. 1934: 1. 3. 4. 5.*

Total No. of Visits 10.