

100 Dks., R.Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

MON 6 DEC No. 1062

State if Report is also sent on the Machinery of the Vessel. *Yes*
Date of completion of Report *1st December 1897* Port of *Copenhagen*
Date, First Survey *22nd December 1897* Last Survey *30th November 1897*

Survey held at *Elsinore*
On the *3/s "Herakles"*

TONNAGE under
Tonnage Deck *606.46*
Do. of Poop
Do. of Raised Qr.
Do. of Break...
Do. of Forecastle
Do. of Houses on Deck
Do. of excess of Hatchways
Do. above Crown of
Do. of Room...
Gross Tonnage *698.74*
Less Crew Space
Less above Crown of
Engine Room...
TONNAGE FOR FEES...
Engine Room... *318.86*
in Spaces *94.35*

ONE OR TWO DECKED VESSEL.
CLASS *100 A1. (Steel)*

Half Breadth (moulded) *15.00*
Depth from upper part of Keel to top of Main Deck Bms. *17.50*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *28.75*
1st Number *61.25*
Length on deck from after part of stem to fore part of stern post *182.00*
2nd Number *11148*
Proportions—Breadths to Length *6.07*
Depths to Length—Main Deck to top of Keel *10.40*
Destined Voyage *Stockholm* If Surveyed while Building, Afloat, or in Dry Dock *While Building*

Rig *Schooner*
Master *C. A. Gundelach*
Year of appointment *1897*
Built at *Elsinore*
When built *1897* Launched *4th Sept 97*
By whom built *Helsingørsk Maskinfabrik*
Owners *Bergman & Dybbøl*
Managers *E. Liljevalch*
(Where necessary to be entered in Reg. Book.)
Residence *Stockholm*
Port belonging to *Stockholm*

Deck as *182* Feet. *0* Inches. BREADTH—Feet. *30* Inches. *0* DEPTH, ACTUAL—Feet. *16* Inches. *1/2* No. of Decks with Flat laid *one*
Moulded *30* Top of Floors to top of Main Deck Beams *16* No. of Tiers of Beams *2*
Ship per Register, Length, *182.6* breadth, *30.17* depth, *16.04* Moulded Depth, *16* ft. *9* ins. Round of Beam, Actual *9* ins.

FRAMING.						FORGINGS AND CASTINGS.					
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.	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.
Angles, <i>TE</i> Bars, for $\frac{1}{2}$ length amidships						KEEL, Bar or Side Plates depth and thickness					
4	3	7	4	3	7	<i>7 1/2 x 2 1/8</i>					
4	3	6	4	3	6	STEM, moulding and thickness					
of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do. <i>Cast Steel</i>					
at intermdt. Bkts.						for Propeller					
Frames from moulding edge to edge, all fore and aft						MAIN PIECE of Rudder, diameter at head					
FRAME, Angles						do. at heel					
MING, depth of girder						RUDDER, how constructed <i>Cast Steel frame and 7/20 plates</i>					
depth and thickness of Floor Plate						Can the Rudder be unshipped afloat? <i>Yes</i>					
mid-line for $\frac{1}{2}$ length amidships						KEELSONS AND STRINGERS.					
y of Engines and Boilers						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
ness at the ends of vessel						Rider Plate					
at $\frac{1}{2}$ the half breadth, as per Rule						Bulb Plate to Intercoastal Keelson					
t extended at the Bilges						Horizontal Plates on Floors					
BRACKETS, in Cell Dble Bottoms						Angles					
Distance apart						SIDE KEELSON, Angles					
IRDER, in Double Bottom, depth and thickness						Bulb or Plate above floors for lng.					
Angles, Top						Intercoastal Plate for side length					
Bottom						Attached to outside plating with Angle					
ERS, number on each side & thickness						BILGE KEELSON, Angles					
Angles (double bottom)						Bulb or Plate above floors for 1/2 len.					
LATE, depth (exclusive of flange) and thickness						Intercoastal Plate for length					
Angles to Outside Plating						Attached to outside plating with Angle					
OTTOM PLATING, breadth and thickness of Middle Line Strake						BILGE STRINGER Angles					
thickness in Engine and Boiler space						Bulb Plate for length					
Remainder in Holds						Intercoastal Plate for length					
Main and Raised Quarter Deck, Angle, Bulb Angle, Plate or Tee Bulb						Attached to outside plating with Angle					
les on Upper Edge						SIDE STRINGER Angles					
verage space						Bulb or Intercoastal Plate for ditto lng.					
Lower Deck, Angle, Bulb Angle, Plate or Tee Bulb						Attached to outside plating with Angle					
Angle, Plate or Tee Bulb						Main and Raised Quarter Deck Stringer					
Angles on Upper Edge						Plate, breadth and thickness					
verage space						Angle on ditto					
old, Plate or Tee Bulb						Tie Plates fore & aft, outside Hatchways					
Angles on Upper Edge						Diagonal Tie Plates on Bms., No. of Pairs					
verage space						Main Dk* Iron or Steel					
op Deck, Angle, Bulb Angle, Plate or Tee Bulb						R. Q. Dk* Iron or Steel for lng.					
Angles on Upper Edge						Wood Deck, Material & thickness					
verage space						Lower Deck Stringer Plate, breadth and thickness					
ridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb						Angles on ditto, No.					
Angles on Upper Edge						Tie Plates, outside Hatchways					
verage space						Deck* Material and thickness					
In Deck Decks, Size and Spacing						Hold Stringer Plate					
Hold						Angles on ditto, No.					
Quarter, 'tween Dks.,						Poop Deck Stringer Plate, breadth & thickness					
in Hold						Angle on ditto					
AMES, In Fore Body, No. and Spacing						Tie Plates					
Brdth. & Thickness						Deck, Material and thickness					
No. of Side Stringers						Bridge Deck Stringer Plate, brdth & thickness					
AMES, In E. & B. Space, No. & Spacing						Angle on ditto					
Brdth. & Thickness						Tie Plates					
AMES, In After Body, No. and Spacing						Deck, Material and thickness					
Brdth. & Thickness						Forecastle Deck Stringer Plate, brdth & thickness					
No. of Side Stringers						Angle on ditto					
Size of Angles						Tie Plates					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						Deck, Material and thickness					

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				IF LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	
Flat Plate Keel (If Bar Keel, state riveting)	35	10	10	9	35	10	9	9	9	9	9	9	9	9	
GARBOARD OR A STRAKE	52	9	10	9	48	9	9	9	9	9	9	9	9	9	
State actual thickness in way of Double Bottom.	45	9	10	9	48	9	9	9	9	9	9	9	9	9	
D	52	9	10	9	48	9	9	9	9	9	9	9	9	9	
E	45	10	10	9	48	10	9	9	9	9	9	9	9	9	
F	52	9	10	9	46	9	9	9	9	9	9	9	9	9	
G	45	10	10	9	47	10	9	9	9	9	9	9	9	9	
H	43	10	10	9	47	10	9	9	9	9	9	9	9	9	
Sheerstrake	36	10	10	9	36	10	9	9	9	9	9	9	9	9	
Midship	44	5			42	5									
L	46	5			48	5									
M															
N															
O															
P															
DOUBLING OF FLAT PLATE KEEL															
Length and thickness of Sheerstrakes of Strake below															
POOP SIDES															
RAISED QUARTER DECK SIDES															
BRIDGE SIDES															
FORECASTLE SIDES															
LENGTHS OF PLATING	16-8														

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.?

Reversed Frames on floors and frames extend from Middle to Main Deck, 8" above Main Deck Stringer plate, all double in 2nd B. Rooms to upper part of Bridge and to Main Deck all to compensate for 2nd B. frames, which could not be made for want of Room.

MASTS, SPARS, &c.

LOWER MASTS...	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.	RIVETING.
			At Partners.	Heel.	Hounks.	Head.			
Fore	Steel	85-2	21 x 7/8	16 1/2 x 6	16 1/4 x 6	8 x 5	2		Single, Tuck
Main			20 x 7	20 x 6	15 x 6	8 x 5			
Mizen									

Boomsprit

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds

Sails. (H) 1 Suit of 4. Stays 5 x 3 3/4. Main 4" 2 off

EQUIPMENT No. 11622 LETTER j. TONNAGE FOR TRAWLERS U.D.K. ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 22		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	lbs.	Cwts.	lbs.	Cwts.	lbs.	Cwts.	lbs.			
2231	1st Bower	27	0	10	27	1	16	3	0	Swivel	Swivel	Swivel
2211	2nd "	25	1	1	24	17	0	2	16	3	0	Swivel
31941	3rd "	16	1	14	17	14	0	7	11	4	2	Swivel
	Collective weight	68	2	25								
31942	Stream	5	2	7	1	1	21	4	3	0	Common	Common
31943	Kedge	3	1	0	3	7	14	1	14	2	0	Common
31944		3	1	0	3	7	5	14	1	14	2	0

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.
			Supplied.	Per Table 22.				
13044	120	1 1/8	66 1/2	166 3/4	120	1 1/8	Swivel	
13046	120	1 1/8	47 1/2	168 0	120	1 1/8	Swivel	
13048	60 1/2	1 1/8	18 1/4	33 5/8	60 1/2	1 1/8	Swivel	

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.
			Supplied.	Per Table 22.				
13044	120	1 1/8	66 1/2	166 3/4	120	1 1/8	Swivel	
13046	120	1 1/8	47 1/2	168 0	120	1 1/8	Swivel	
13048	60 1/2	1 1/8	18 1/4	33 5/8	60 1/2	1 1/8	Swivel	

Boats

Pumps, Number 2 on each side

Windlass is Clark Chapman's

Engine Room Skylights. How constructed? Teak with Dead Lights

What arrangements for deadlights in bad weather? with dead boards

Coal Bunker Openings. How constructed? of Coal Iron

Number of Scuppers, and number and dimensions of Freeing Ports, &c.

Ceiling in Holds, thickness and material

Cargo Hatchways. How formed? of Steel 7/20 - 2 3/4" above beams

State size No. 1 Hatch (Forward)

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch

Bulwarks, height above deck and description

The above is a correct description.

Builder's Signature (here only.)

Surveyor's Signature

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

Correspondence. State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

Secretary M of 22nd December 1896. 13/1.97 & from Secs E of 31st/12.96, 14/1.97, & 15. 1/5.97.

Workmanship. Are the butts of plating planed or otherwise fitted? Yes 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? No

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. found tight

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

State results of tests. tight

General Remarks (State quality of workmanship, &c.) According to Rules for Special Survey have examined the Material Workmanship from the beginning until completion of vessel. The stem & Barkul of bow, forged in Rijnrooy (Sweden); the stern frame & Rudder frame of Cast Steel (Swedish Machine process) from 130 fms (Sweden) - as per certificates received, & have examined all, before & after drilling & found them good & sound. Plates, Angles & Bulbs are tested at the Steel works as per test notes received, besides I have at different times tested the Material & Rivets hot & cold & found same of good quality; the riveting workman: ship is good throughout. Double Bottom & Ballast Tanks are tested & found tight. So cemented with Portland Cement & cement water, all well adhering to the shell. Pumps, sluices, watertight doors in good order and have been attended to. Certificates of Anchors & Cables have been produced & the vessel's name & tonnage is marked. The outfit & equipment is good & complete. The approved plans of the vessel are forwarded herewith. Note: 2 x 12 pumps in engine and boiler rooms could not be made for want of space required for the machinery and boiler.

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

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 37 ft., R.Q.D. or Break 37 ft., Bridge Dk. 37 ft., F'castle 37 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

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) 2 tiers B. 1 and 2. BK 7th. Web frames.

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Red lead & Portland Cement Outside paint & patent paint.

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	13-4	19 1/2	Fore peak tank,	20	31
Double bottom, under Engines and Boilers,			After peak tank,	11-8	6 1/2
Double bottom, if under Engines only,			Midship deep tank, Aft	16-8	30
Double bottom, if under Boilers only,			Other tanks, if fitted,	13-4	52
Double bottom, forward,	30-0	40		30-0	82

* 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. 68

Date

No. 68 in builder's yard

Sundry Dates from 22nd December 1896 on Material, at the frames while bending them in place, on the plating & while riveting was going on, then the Beams were in before and after bending - and finally when finished and fully equipped on 30th November 1897.

Total No. of Visits 22

The amount of Entry Fee £ 3 - 0 - 0

Fees applied for, 1/2 1897

Special £ 33 - 0 - 0

Certificate £ 1 - 0 - 0

Received by me, Fk.

Travelling Expenses, if any £ 5 - 0 - 0

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100A1. Steel. C.P.

With, or without Freeboard, as condition of Class No.

Committee's Minute FRI, 7 JAN 1898

Character assigned 100A1 Steel

and 2 m.c. 11.97

Rev. light & motors

20 lbs

FRI, 10 MAR 1899

FRI, 24 MAR 1899

TUES, 29 AUG 1899

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

Dynamamos, Salvage pumps & their connections, but are compensated for by double Reversed frames on alternate frames extending to Main deck. — The Double Bottom Tanks, are only forward of Coal Hold & aft Engine room, have on account of the fineness of Vessel only 2 side girders placed 2' 10" apart as per Rules. — The coal Bunker openings could not be made with high coamings, as flush decks are wanted for handling salvage pumps & gear etc — but are made very substantiated & safe to screw down watertight. — Anchor cables are much heavier than required by Rules, but as the 2 Bows are not tested by a Surveyor to this Society, I have only recommended a record of C.P. —

Fredrick Kutz.
Surveyor.

TRAKES.

Flat Plate Keel
Bilges
Sheerstrakes
Strake below
RTER DK. SIDES
S
SIDES
PLATING

Builder's name
of Steel) used
e Plating, &c.
Glasgow
ould CO.
been tested as

end in one let
FRAMES or
E. & B. R.
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NT No.

Anchors.

Bower

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120

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Clark

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Opening

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Hatch

Plates

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