

Decks.

IRON OR STEEL STEAMER

THUR. MAR 29 1900
Received at London Office

of completion of report 26th March 1900. Port of WEST HARTLEPOOL. No. 11140.
held at W. D. S. Freiburg. Date, First Survey 12th June 1899 Last Survey 23rd March 1900.
Rig Schooner.
Master Feyen.
Year of appointment (1) As Master in service of owner of present vessel - 1890 (2) As Master of this vessel - 1900
THREE DECKED VESSEL.
CLASS 100A1 Steel. FEET.
Well Deck 25.85
Half Breadth (moulded) 23.20
Depth from upper part of Keel to top of Upper Deck Beams 54.33
Girth of Half Midship Frame (as per Rule) 113.38
deduct 7 feet 7.0
1st Number 106.38
Length on deck from after part of stem to fore part of stern post 398.1
2nd Number 42360
Proportions—Breadth to Length 7.69
Depth to Length—Upper Deck to top of Keel 11.99
Main Deck ditto
Destined Voyage Bremen
Built at West Hartlepool.
When built 1899-1900 Launched 18-11-99.
By whom built Furness, Withy & Co. Ltd.
Owners Norddeutscher Lloyd
Managers
(Where necessary to be entered in Reg. Book.)
Residence Bremen.
Port belonging to Bremen.
Surveyed while Building Afloat, or in Dry Dock

STER Tonnage 3970.51
GTH on Deck 398
Feet. Inches. BREADTH—Feet. Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 29 4 1/2
per Rule 398 1 Moulded 57 9 Do. do. Main Dk. Beams
No. of Decks with flat laid 2
No. of Tiers of Beams 3.
Round of Upper Dk. Beam, Actual 13 ins.

Dimensions of Ship per Register, Length 400.2 breadth 52.0 depth 29.3 Moulded depth, ft. 32 ins. 1 1/2 To Upper Dk.

FRAMING.						FORGINGS OR CASTINGS.					
	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved		Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved
ME, Angle, or L Bars for 1/2 length amidships	7 1/2	3 1/2	13	7 1/2	3 1/2	13	KEEL, Bar or Side Plates, depth and thickness	11 1/2	3 1/2	11	3 1/2
do. for 1/2 at each end	7 1/2	3 1/2	12	7 1/2	3 1/2	12	STEM, moulding and thickness	11 1/2	7 1/2	11 1/2	7 1/2
do. in way of Double Bottoms at Solid Floors	Flange	Flange	Flange	Flange	Flange	Flange	STERN-POST for Rudder do. do.	11 1/2	7 1/2	11 1/2	7 1/2
do. at intermediate Dkts.	25	25	25	25	25	25	do. for Propeller	11 1/2	7 1/2	11 1/2	7 1/2
Space of Frames from moulding edge to moulding edge, all fore and aft	Bulk angle frame	Bulk angle frame	Bulk angle frame	Bulk angle frame	Bulk angle frame	Bulk angle frame	MAIN PIECE of Rudder, diameter at head	10	10	10	10
REVERSED FRAME, Angles	25	25	25	25	25	25	do. at heel	7	5	7	5
BP FRAMING, depth of girder	46	11	10	46	11	10	RUDDER, how constructed	Cash steel frame, plated			
DOORS, depth and thickness of Floor Plate	25	25	25	25	25	25	Can the Rudder be unshipped afloat?	Yes			
do. at mid line for 1/2 length amidships	46	12	46	12	46	12	KEELSONS & STRINGERS.				
do. in way of Engines and Boilers	4	4	10	4	4	10	CENTRE LINE KEELSON, Vertical Plate above				
thickness at the ends of vessel	4	4	10	4	4	10	do. Through Plate, or Intercoastal Plate				
depth at 1/2 the half breadth as per Rule	6 1/2	4 1/2	11	6 1/2	4 1/2	11	do. Rider Plate				
height extended at the Bilge	Two on each side	Two on each side	Two on each side	Two on each side	Two on each side	Two on each side	do. Bulb Plate to Intercoastal Keelson				
DOORS & BULKHEADS in Cell Dble Bottoms	3 1/2	3 1/2	9	3 1/2	3 1/2	9	do. Horizontal Plates on Floors				
Distance apart	35	10	35	10	35	10	do. Angles				
CENTRE GIRDER, in Double bottom, depth and thickness	4	4	10	4	4	10	SIDE KEELSON, Angles				
Angles, Top	6 1/2	4 1/2	11	6 1/2	4 1/2	11	do. Bulb on Plate above floors, for				
Bottom	Two on each side	Two on each side	Two on each side	Two on each side	Two on each side	Two on each side	do. Intercoastal Plate, for				
DE GIRDERS, number on each side & thickness	3 1/2	3 1/2	9	3 1/2	3 1/2	9	do. Attached to outside Plating with Angle				
Angles	4	4	10	4	4	10	BILGE KEELSON, Angles				
MARGIN PLATE, depth (exclusive of flange) and thickness	60	10	60	10	60	10	do. Bulb on Plate above floors, for				
Angles to Outside Plating	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	do. Intercoastal Plate for				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	12	8	12	8	12	8	do. Attached to outside Plating with Angle				
in Engine and Boiler space	9	3	12	9	3	12	SIDE STRINGER Angles				
Remainder in Holds	9	3	12	9	3	12	do. Bulb or Intercoastal Plate, for				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3	12	9	3	12	do. Attached to outside plating with Angle				
Angles on upper edge	25	25	25	25	25	25	Upper Deck Stringer Plates, br'dth & thickness				
Average space	9	3	13	9	3	13	do. Angle on ditto				
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3	13	9	3	13	do. Tie Plates fore and aft, outside Hatchways				
Angles on upper edge	25	25	25	25	25	25	do. Deck * Iron or Steel, for				
Average space	25	25	25	25	25	25	do. Wood Deck, Material & thickness				
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	12	6	11	12	6	11	Middle Deck Stringer Plate, br'dth & thickness				
Angles on upper edge	50	50	50	50	50	50	do. Angles on ditto, No.				
Average space	7	3	9	7	3	9	do. Tie Plates outside Hatchways				
BEAMS, Hold, or Orlop, Plate or Tee Bulb	7	3	9	7	3	9	do. Diagonal Tie Plates on Bms, No. of prs.				
Angles on upper edge	25	25	25	25	25	25	do. Deck * Iron or Steel, for				
Average space	7	3	9	7	3	9	do. Wood Deck, Material & thickness				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	9	7	3	9	Lower Deck Stringer Plate, br'dth & thickness				
Angles on upper edge	25	25	25	25	25	25	do. Angles on ditto, No.				
Average space	7	3	9	7	3	9	do. Tie Plates, outside Hatchways				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	9	7	3	9	do. Deck * Material and thickness				
Angles on upper edge	25	25	25	25	25	25	Hold, or Orlop Stringer Plate, br'dth & thickness				
Average space	7	3	9	7	3	9	do. Angles on ditto, No.				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	3	9	7	3	9	do. Tie Plates outside Hatchways				
Angles on upper edge	25	25	25	25	25	25	do. Deck, Material and thickness				
Average space	7	3	9	7	3	9	Poop Deck Stringer Plate, breadth & thickness				
BEAMS, In 'tween Deck, size and spacing	3 1/2	3 1/2	10	3 1/2	3 1/2	10	do. Angle on ditto				
Hold	4	50	4	50	4	50	do. Tie Plates				
Quarter 'tween Dks.,	3 1/2	100	3 1/2	100	3 1/2	100	do. Deck, Material and thickness				
in Hold	4	100	4	100	4	100	Forecastle Deck Stringer Plate, br'dth & th'kns				
WEB FRAMES, In Fore Hold, No. and spacing	5	10	5	10	5	10	do. Angle on ditto				
do. br'dth & thickness	18	0	18	0	18	0	do. Tie Plates				
WEB FRAMES, In After Body, No. and spacing	5	10	5	10	5	10	do. Deck, Material and thickness				
do. br'dth & thickness	18	0	18	0	18	0	STIFFENERS.				
WEB FRAMES, In Fore Body, No. and spacing	5	10	5	10	5	10	BULKHEADS.				
do. br'dth & thickness	18	0	18	0	18	0	Number.				
WEB FRAMES, In After Body, No. and spacing	5	10	5	10	5	10	In Vessel.				
do. br'dth & thickness	18	0	18	0	18	0	Per Rule.				
WEB FRAMES, In Fore Body, No. and spacing	5	10	5	10	5	10	Thickness.				
do. br'dth & thickness	18	0	18	0	18	0	Horizontal.				
WEB FRAMES, In After Body, No. and spacing	5	10	5	10	5	10	Vertical.				
do. br'dth & thickness	18	0	18	0	18	0	Single or Double Frames.				
WEB FRAMES, In Fore Body, No. and spacing	5	10	5	10	5	10	Height up.				
do. br'dth & thickness	18	0	18	0	18	0	W. T. BULKHEADS				
WEB FRAMES, In After Body, No. and spacing	5	10	5	10	5	10	Partition				
do. br'dth & thickness	18	0	18	0	18	0	Longitudinal				
WEB FRAMES, In Fore Body, No. and spacing	5	10	5	10	5	10	Are the outside Plates doubled two spaces of Frames in length?				
do. br'dth & thickness	18	0	18	0	18	0	Are the V. and Watertight Doors in efficient working order?				

PLATING.										RIVETING.																																																																																																																															
STRAKES:	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.				IF LAPPED.																																																																																																																										
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Double or Treble and for what length.	Diam.	Spacing cr. to cr.	Breadth.	Thickness.																																																																																																																										
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.										Breadth.	Thickness.	Breadth.	Thickness.																																																																																																																						
FLAT PLATE KEEL	48	20	14	14	18	20	double	6	1	1 1/2	treble	1	3 1/2	19	14	10																																																																																																																									
Stringers or A Strake	51	15	13	13	67	13	-	-	-	-	-	-	-	-	-	-																																																																																																																									
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Sheer	44	16	11	11	44	16	-	-	-	-	-	-	-	-	-	-																																																																																																																									
DOUBLING OF PLATE KEEL	Gth. Girths & Centre Keelson increased in thickness. Doubled at both ends. increased at both ends.																																																																																																																																								
Length and thickness of Sheerstrakes	increased at both ends.																																																																																																																																								
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POOP SIDES	8	7	-	-	8	7	-	-	-	-	-	-	-	-	-	-																																																																																																																									
BRIDGE SIDES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																																																																																																																									
FORECASTLE SIDES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																																																																																																																									
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, Plating, &c.? Mild Steel: South Durham. Dorman Long & Co. Iron: Iron Hill & Co. Has the Steel been tested as required by the Rules? Yes.																																																																																																																																									
FRAMES extend in one length from tank sides to funnel . REVERSED FRAMES on floors and frames extend from engine and boiler space . floors flanged at other parts. Bulk angle framing at tank sides.																																																																																																																																									
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Topmasts, Yards and Remainder of Spars: Topmasts of juteh pine: no yards. Rigging, Material and Size, Shrouds: Galvanized iron wire 1/4". Sails: one Suit of Fore and aft Sails, and the following: Fore sails.																																																																																																																																									
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Boats: Two life boats and two others fitted to main line of suction pipe. Pumps: One 1 1/2 inch hand pump, one 1 1/2 inch electric pump. State whether they are in efficient working order Yes. Windlass: Clarke Chapman 16". Diameter of Barrel 6". State whether they are in efficient working order Yes. Engine Room Skylights: How constructed? Deck on iron crammings. What arrangements for deadlights in bad weather? Thick glass bullseyes in oak lined covers. Coal Bunker Openings: How constructed? Iron crammings. How are lids secured? Hatches latched. Height above deck? 12". Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Three scuppers and five ports 36" x 16" each side in well. Ceiling in Holds, thickness and material. 6 x 2 1/2 x 5 P. battens. Cargo Hatchways: How formed? Plate crammings. 33" above deck in well, 27" in Port Hatches. If strong and efficient? Yes. State size No. 1 Hatch (Forward) 22' 11" x 16' 0" No. 2 Hatch 25' 0" x 16' 0" No. 3 Hatch 14' 7" x 16' 0" No. 4 Hatch 8' 4" x 16' 0" Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Two deep web plates in No. 1, 2, 3 & 4, 1 in No. 2, three iron plates in each. No. of Breasthooks 5 and deep flange 2 and deep flange 2 Bulwarks, height above deck and description 38" 1/2" iron plates. Main Rail, material and size Steel bulk angle 6 x 3. The above is a correct description. FURNACE, WITTE & CO., LIMITED. Builder's Signature (here only) John H. Mills. Surveyor's Signature Ed. Burney. Ed. Burney, 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 this case).
 21/12/98. M. 5/1/99. M. 27/1/99. M. 12.99. M. 7/6/99. M. 21/6/99. 5/7/99 E.

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 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 **Good.**

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? **Yes.** State results of tests **Good.**

General Remarks (State quality of workmanship, &c.) **The workmanship is good and the vessel has been constructed in accordance with the approved plans shown in number, which together with the Reports on the forgings and castings, are attached hereto.**

Sister vessel to No 248, under construction.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop **26.8** ft., Poop Deck **40** ft., Bridge Deck **40** ft., F'castle **40** ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated **Poop and Bridge combined**

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. B.D. (Stl.) 3. B.D. (Stl.)**

Official No. **246**; Signal Letters **W. H. P.**

How are the surfaces preserved from oxidation? Inside **Portland Cement** 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.
Double bottom, aft, and	165	426	Fore peak tank,	-	59
Double bottom, under Engines and Boilers,	-	-	After peak tank,	-	64
Double bottom, if under Engines only,	-	-	Midship deep tank,	-	-
Double bottom, if under Boilers only,	-	-	Other tanks, if fitted,	-	-
Double bottom, forward,	160	463	(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. **1756**

Date **22nd Dec 1899**

No. **246** in builder's yard.

DATES OF SURVEYS held while building

1899	June	12	15	19	21	26	28	July	1	5	8	11	13	14	18	24	25	28
1900 <td>Jan. <td>1 <td>5 <td>8 <td>11 <td>13 <td>15 <td>19 <td>22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	Jan. <td>1 <td>5 <td>8 <td>11 <td>13 <td>15 <td>19 <td>22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	1 <td>5 <td>8 <td>11 <td>13 <td>15 <td>19 <td>22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	5 <td>8 <td>11 <td>13 <td>15 <td>19 <td>22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	8 <td>11 <td>13 <td>15 <td>19 <td>22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td></td></td></td></td></td>	11 <td>13 <td>15 <td>19 <td>22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td></td></td></td></td>	13 <td>15 <td>19 <td>22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td></td></td></td>	15 <td>19 <td>22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td></td></td>	19 <td>22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td></td>	22 <td>26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td></td>	26 <td>29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td></td>	29 <td>Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td></td>	Feb. <td>6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td></td>	6 <td>7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td></td>	7 <td>9 <td>12 <td>16 <td>19 </td></td></td></td>	9 <td>12 <td>16 <td>19 </td></td></td>	12 <td>16 <td>19 </td></td>	16 <td>19 </td>	19
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Total No. of Visits **80**

The amount of Entry Fee **£ 5** : : Fees applied for, **£ 27.3.1890**

Special Survey Fee **£ 72.8** : : Received by me, **£ 27.3.1890**

Travelling Expenses, if any **£** : : **£ 27.3.1890**

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

I am of opinion this Vessel should be Classed **100A1** 3 str. plate

With, or without Freeboard, as condition of Class **100A1**

Committee's Minute **FRI 30 MAR 1900**

Character assigned **W. H. P.**

W. H. P.

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