

## STEEL STEAMER or MOTORSHIP.

State if Report has been sent on the Freeboard of the Vessel. No.

Received at London Office 16425.

8 - MAR 1926

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

Date of completion of report 27. February, 1926

Port of Hamburg

No.

Survey held at Hamburg

Date First Survey 3. March, 1925

Last Survey 17. February

1926.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Steel Motor S.C. "RENDSBURG"

Cruiser Stern.

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling.

State Type of Erections (Cable, Mast, Bridge, etc.)

TONNAGE under Tonnage Deck...

5330.77

CLASS \* 100 A1.

State if with freeboard as condition of Class

No.

Built at Hamburg

Do. of space or spaces between Tonnage Dk. and Upper Dk.

2

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 450.4

Launched 1. Sept. 1925

Yard No. 639.

Total

6200.14

Breadth (greatest moulded)

B 58.0

Builders Vulcan-Werke, Hamburg.

Gross Tonnage

6200.14

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 29.53

Owners Deutsch-Austral-Dampfsch. Ges.

Register Tonnage

3716.11

1st Longitudinal Number (L x D) = 13300

Managers Do.

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

REGISTERED DIMENSIONS.

FEET.

Length 137.25 - 450.30

Breadth 17.76 - 58.27

Depth 7.52 - 24.67

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

15.66

Residence Hamburg.

Proportions—Depth to Length—Uppermost continuous deck to top of keel

15.25

Port of Registry Hamburg.

Do. Long Bridge to top of keel

12.0

If surveyed while building, afloat, or in dry dock

Draught Moulded

25.1

on Stock - afloat and in Dry Dock.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	685			%	Bracket Floors, Frame	%			%
" " from 1/4 length to Collision bulkhead	685			%	" " Reversed Frame	%			%
" " in peaks	600 To 620			%	" " Vertical Struts	%			%
SIDE FRAMING.	310 Ice Frame			%	Centre Girder, depth and thickness amidships	1120 x 11	13.5		%
Frame Amidships, Angle, E or C	250 90 12			%	" " top Angles	90 90	12-13		%
" " Extends up to	270 90 13			%	" " bottom Angles	100 100	13.5		%
Reversed Frame Amidships, Angles	150 75 11			%	Side Girders, No. each side and thickness	one 10.5			%
" " Extends up to	3rd Deck			%	Margin Plate depth (excl. of flange) and thickness	1100 x	13		%
Depth of Framing Girder	250			%	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	90 90	10.5		%
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	200 85 11.5			%	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	90 90	10.5		%
" " Second 'tween Decks, Angle, E or C	%			%	" " Gussets, spacing and scantling abaft 1/4 len. from stem	400 x	11		%
" " Third " " " "	%			%	" " Gussets, spacing and scantling forward 1/4 len. from stem	350 x	11		%
Framing in Peaks, Angle or C	190 85 10.5			%	Tank Side Brackets, height above base line at toe of Frame and thickness	1620 x	11		%
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 Space 154			%	INNER BOTTOM PLATING.				
State if Frame Joggled	No			%	Breadth and thickness of Middle Line Strake	1320 12.5-10.5			%
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	One Lower or Two Side String, 3 Tiers of Beams, Strong Frames, Ice Frames			%	Thickness of remainder in Holds	10.5 - 9.5			%
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Extra Intercoastal Double Frames, Increase Shell			%	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?	Yes			%
SINGLE BOTTOM.					BEAMS.				
Floors, Depth and thickness at mid-line in Holds	%			%	Uppermost Continuous Deck, amidships in Wells, Angle, E or C	200 85 10			%
Height of Brackets at side above base line at toe of frame	%			%	" " in way of Bridge, Angle, E or C (all Bunkers)	200 85 10			%
Middle Line Keelson, on Floors, Angles, E or C	%			%	Spacing	250 90 13.5			%
" " Through Plate or Intercoastal Plate	%			%	Second Deck, amidships, Angle, E or C	220 85 10.5			%
" " Foundation Plate on Floors	%			%	Oil Bunkers	270 90 13			%
" " Flat Plate Keel Angles	%			%	Spacing	100 100 11			%
Side Keelsons, No. each side	%			%	Third Deck, amidships, Angle, E or C	300 95 15.5			%
" " thickness of Intercoastal Plate	%			%	Half Beams	220 85 11.5			%
" " Angles	%			%	Spacing	1370			%
DOUBLE BOTTOM.					Fourth Deck, amidships, Angle, E or C	%			%
Solid Floors, thickness and spacing	10-12 685			%	Spacing	%			%
" " Are Frame and Reversed Frame joggled?	No			%	Poop Deck, Angle, E or C	190 85 10.5			%
Bracket Floors, breadth and thickness at middle line	%			%	Spacing	685			%
" " breadth and thickness at margin plate	%			%	Bridge Deck, Angle, E or C	%			%
					Spacing	%			%
					Forecastle Deck, Angle, E or C	250 90 12			%
					Spacing	190 85 9.5			%
						1370 685 600			%



# PILLARS AND DECKS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.</b> <i>Centre L. Bldg + 2 Rows</i>	150	10		✓		1600	9.5	✓	
	160	10					10		
	195	10							
	180	10		✓			9		✓
in 'tween Decks, Size and Spacing.....	280	10							
	320	15							
	270	12		✓			8.5	10	✓
	255	11							
	260	12		✓			8.5	10	✓
in Holds	250	11							
	170	10							
	315	17		✓					
	450	18							
	380	17							
	370	17		✓					
	390	17							
<b>Centre Line Bulkhead.</b>									
Stiffeners and Spacing.....	130	65	75	✓					
	140	65	8						
	190	65	11	✓					
	200	65	11						
	230	90	12						
Plating, thickness of <i>7.5 - 6.5 - 8</i>				✓					
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells	1300	12	✓						
		15							
in way of Bridge	1600	10.5	✓						
Angle in Wells	150	150	17	✓					
Thickness of Plating abreast Deck openings in way of Wells	14	12	✓						
Thickness of Plating abreast Deck openings in way of Bridge	9.5		✓						
Thickness of Plating within line of openings	9.5		✓						
If Sheathed, material and thickness	✓		✓						
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells	✓		✓						
Stringer Plate, breadth and thickness in way of Bridge	✓		✓						
Angle in Wells	150	150	17	✓					
Thickness of Plating abreast Deck openings in way of Wells	14	12	✓						
Thickness of Plating abreast Deck openings in way of Bridge	9.5		✓						
Thickness of Plating within line of openings	9.5		✓						
If Sheathed, material and thickness	✓		✓						
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness	930	9	✓						
If Plated, state thickness	9		✓						
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness	✓		✓						
If Plated, state thickness	✓		✓						
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness	1300	11	✓						
	1600	17.5	✓						
Plating, Sheathing, material and thickness	9	13	✓						
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness	1600	17.5	✓						
Plating, Sheathing, material and thickness	9	13	✓						
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness	900	9	✓						
Plating, Sheathing, material and thickness	8.5	75	✓						

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>Yes!</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	1270	21 ✓	18 ✓	18 ✓	✓	Double	25	98	Quadr. E. Treble	25	88	Lapped.
„ DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes .....4.....	1900	16 ✓	16 ✓	12 ✓	✓	Double	22	88	Quadr. E. Treble	22	77	Lapped.
BILGE PLATING, No. of Strakes .....1.....	1700	16 ✓	15 ✓	12 ✓	✓	No	22	88	No	22	77	No.
SIDE PLATING, No. of Strakes .....4.....	2000	16 ✓	15-14	11.5	✓	No	22	88	Treble	22	77	No.
UPPER DECK, Sheer-strake in Wells.....	2000	19 ✓	✓	✓	✓	No	22	88	No	22	77	Strapped.
	Double	14 ✓				No	25	110	Quadr.	22	77	Lapped.
UPPER DECK, Sheer-strake in Bridge ...	2000	17 ✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
STRAKE BELOW Sheer-strake in Wells.....	✓	✓	18	✓	✓	Double	22	88	Treble	22	77	Lapped.
STRAKE BELOW Sheer-strake in Bridge ...	2000	16 ✓	11.5	11.5	✓	No	22	88	No	22	77	No
							25	110	Quadr.	25	88	
POOP SIDE PLATING .....	✓	17	✓	✓	✓	No	22	88	Treble	22	77	No
BRIDGE SIDE PLATING ...	✓	19	19	11.5	✓	No	22	88	No	22	77	No
							22	88	Quadr.	25	88	No
FORECASTLE SIDE PLATING	✓	✓	10.5-11	✓	✓	No	19	76	Double	19	66	No

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—							
Extending to Upper Deck (Sec. 3 c)		8		X			
Deck next below							
As per Rule		yes!					
		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings	Spacing	
MIDSHIP BULKH'D, Upper tween decks		7.5-7	5	130-15-8	760	✓	✓
" " Second "		✓	✓	✓	✓	✓	✓
" " Third "		✓	✓	✓	✓	✓	✓
" " Holds .....		7.5-10	5	240-90-12	760	✓	✓
COLLISION " (in Hold) .....		9.5-13	5	270-90-15	610	✓	✓
AFTER PEAK " .....		8	5	190-45-9.5	610	✓	✓

## FORGINGS and CASTINGS.

	Castings or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM	Forging	250-66-55		✓
STERN FRAME	Propeller Post	Castings	270-230	O. Gruson
	Rudder	Castings	270-230	Magdeburg
RUDDER—A x D	162-4-2	✓	700	✓
Speed of Vessel	13	✓	✓	✓
RUDDER mainpiece at head	Forging	Dia. 320	Hertmund	✓
heel	"	246	Union.	✓
how constructed	Keyed Arms			✓
double or single plate	Single	29		✓
coupling, vertical or horizontal	Horizontal			✓

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)		S.M. Open Hearth Process.
	Plates & Profiles: Phoenix A.G. - Hoerder Verein. - Hoerde-Deitmund - Gutehoffnungshuette - Oberhausen.		
	Huttengesellschaft - Rothe Erde - Aachen - Norman, Lang & Co. Ld. Middlesbrough - Brown & Touse.		
	Has the Steel been tested as required by the Rules?		Yes by Society's Surveyors.



EQUIPMENT No. 43100											
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
429	1st Bower	74	0	15	74	0	15	56	0	0	0
425	2nd "	68	0	2	68	0	2	52	15	2	14
415	3rd "	67	2	18	67	2	18	52	10	0	0
	Collective weight	209	3	7							
146	Stream	20	1	14	20	1	14	21	1	2	7

CHAIN CABLES.											
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.
	Length.	Diam.	Stat.	Break.	Supplied.	Per Rule.	Length.	Diam.			
25	500	62	108.6	182	46520 Kg	844 1/4	300	2 1/2	Steel-link Borsig A.G.	Vien-Lon. 2.10.25 (Köln)	
Iron Stream Chain or Steel Wire	120	5	64.88				120	5	Wire	Carlswerk A.G. Köln-Mülheim.	

HAWERS AND WARPS.											
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.
	Length.	Diam.	Stat.	Break.	Supplied.	Per Rule.	Length.	Diam.			
25	500	62	108.6	182	46520 Kg	844 1/4	300	2 1/2	Steel-link Borsig A.G.	Vien-Lon. 2.10.25 (Köln)	
Iron Stream Chain or Steel Wire	120	5	64.88				120	5	Wire	Carlswerk A.G. Köln-Mülheim.	

Steering Gear, Steam - *Direct Electric Drive.* - Steering Gear, Hand *Yes, efficient.*

Boats *49 7.2 x 2.3 x 0.99 m* Steering Chains, Size and Test *No chains* Windlass *Electric - good.*

Ceiling in Holds, thickness and material *65 Pine* Cargo Battens, thickness, material and spacing *Pine 150 x 50 vertical 180 space*

Cargo Hatchways. (Upper Deck) *Plates and Angles as approved.* Thickness of Hatches *Pine 75 x 85 and 100 in Well.*

Size of No. 1 Hatchway (Forward) *5.46 x 5.49* No. 2 *10.28 x 5.49* No. 3 *6.17 x 5.49* No. 4 *6.17 x 5.49* No. 5 *6.17 x 5.49* No. 6 *6.17 x 5.49.*

Number of Shifting Beams and/or Rore and Afters *No 1 = 3 ; No 2 = 5 ; No 3 = 3 ; No 4 = 3 ; No 5 = 3 ; No 6 = 3.*

**VULCAN-WERKE**  
Hamburg und Stettin Actiengesellschaft  
Builder's Signature *Stewart*

GENERAL DECLARATION *This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's Requirements. - The workmanship is throughout of the best description for this type of vessels, all parts conforming well with each other without use of any packing, and efficiently riveted together. - The peak tanks, deep tanks and double bottom tanks have been filled and tested as required by the Rules and found perfectly tight, also bulkheads and decks and Tunnel. - All air sounding pipes of all tanks comply with the Rules. The painting arrangement and strengthening of bottom forward have been carried out as approved and to our satisfaction. - All steel material used in the construction of this vessel have been made at works approved and tested by the Society's surveyors in accordance with the Rules. - The Anchor & Chain cables have been compared with certificates and were found in order. Shackles ordinary.*

The amount of Entry Fee ..... £ 10 : 0 : 0 Fees applied for, *17. Febr. 1926*

Special Survey Fee.... £ 355 : 0 : 0 Received by me, *London. 4. 3. 1926*

Travelling Expenses, if any £ 15 : 0 : 0

I am of opinion the Vessel should be Classed *\* 100A1.*

State whether the Vessel has been built under Special Survey *Yes.* Signature *J. Chisholm*

Certificate to be sent to *Hamburg Office* Date of issue *22/3/26* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 12 MAR 1926*

Character assigned *100 A1.*

*+ L.M.C. 2. 26, Oil Engines*

*Lloyd's 1926*

*Wilde H. H.*



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.)

The Ice Strengthening is carried out to Owners requirements only.  
The Freeboard has been marked on the vessels sides by the Seefahrts-Gesellschaft.  
From top of deck to centre of disc. 4'-6 5/16" and the draft corresponding to Summer-Freeboard is 25'-1 1/4" as given on the Builders Displacement Scale.  
Sister vessel: Steel S.S. "Duisburg" Vulcan Yards No 638. Hamburg Rep't. No 16427. 11 July. 1925. -  
Plans attached:

1. Sections
2. Profile Decks.
3. Stern-frame.
4. Seating for Oil Engine.
5. Double bottom in way of Motors.
6. Coconut Oil Tanks.
7. Framing of Cruiser stern.
8. Fore & after peak bulkheads.
9. Oil Bunkers.
10. Cargo Hatchways.
11. Double bottom under Pillars.
12. Hydraulic Rudder Arrangements.
13. Handgear.
14. Fift. Test Certificates.
15. Intep. Certificate.

The vessel touched the ground during the trial trip, was placed in dry dock examined and was found in order.

Schischden A. Piers.

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

1st Bower Head: W = 49.2.24; Drop = 12'-0"; LR 2955 K.H. 5.6.24 H. Hauss-Düsseldorf.  
2nd " " W = 43.2.8; Drop = 12'-0"; LR 2909 K.H. 16.5.24 do do  
3rd " " W = 43.1.7; Drop = 12'-0"; LR 2903 K.H. 29.4.24 do do

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop and ft., R.Q.D. Comb. ft., Bridge 374.7 ft., Forecastle 55.4 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 (this information is to be given as it should appear in the Register Book). Two steel decks. Well.

Official No. 7; Signal Letters R.F.Q.K. Is bottom of Vessel coated with cement F.P.T. Tank 18-19 if not give particulars of composition Tanks No. 1-2-3-14-15-16-17-20-21-22 and A.P.T. is Asphalt. Diesel Oil tanks not coated. -

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	130.5	405	Fore peak tank,	23.2	72
Double bottom, under Engines and Boilers,	74.2	483	After peak tank,	16.2	45
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	228.5	532	Other tanks, if fitted,		
Total capacity of double bottom		1420	(If necessary, furnish further information by sketch.)	Total	1537 Tons

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

Order for Special Survey No. 99

Date 19.1.25.

Dates of Surveys held while building

1925: March 3 - April 3 - 27 - May 16 - June 5 - 18 - July 1 - 4 - 10 - 23 - 27 -  
August 3 - 6 - 7 - 10 - 14 - 19 - 24 - September 18 - 25 - 26 - 28 - October 3 - 19 - 30 -  
November 6 - 26 - December 7 - 17. -  
1926: January 13 - 16 - February 1 - 4 - 17. -

Lloyd's Register  
Foundation  
Total No. of Visits 34