

1 or 2 Dks. R.Q. Dk.,  
and Pt. Awing. Dk.

# IRON OR STEEL STEAMER.

No. 22264

State if Report is also sent on the Machinery of the Vessel. *Yes.*  
Date of completion of Report *17<sup>th</sup> May 1905*

Received at London Office, *19 MAY 1905*

Port of *Sunderland*  
Date, First Survey *25<sup>th</sup> November 1904* Last Survey *15<sup>th</sup> May 1905*  
Rig *Fore and aft Schooner.*

Survey held at *Sunderland*  
On the *steel screw steamer*

ONE OR TWO DECKED VESSEL.  
CLASS *100A1 Well 5<sup>th</sup>*

Master *A. H. Nielsen*

Year of appointment *1905*  
(1) As master in service of owner of present vessel:—*1905*  
(2) As master of this vessel:—*1905*

TONNAGE under  
Tonnage Deck *659.35*  
Do. of Poop *24.57*  
Do. of Raised Or. *49.58*  
Dk. or Break. *3.94*  
Do. of Bridge House *19.66*  
Do. of Forecastle *45.40*  
Do. of Houses on Deck *14.43*  
Do. of excess of Hatchways *816.93*  
Do. above Crown of *44.37*  
Engine Room *26.42*  
Gross Tonnage *1584*  
Less Crew Space *274.26*  
Less above Crown of *495.30*  
Engine Room *15.84*  
TONNAGE FOR FEES *193*  
Less Engine Room *4*  
Less Navigation Spaces *31*

Half Breadth (moulded) *15.9*  
Depth from upper part of Keel to top of Main Deck Bms. *16.29*  
Girth of Half Midship Frame (as per Rule) *29.4*  
1st Number *61.59*  
Length on deck from after part of stem to fore part of stern post *193.33*  
2nd Number *11907*  
Proportions—Breadths to Length *6.08*  
Depths to Length—Main Deck to top of Keel *11.86*

Built at *Sunderland*  
When built *1905* Launched *20<sup>th</sup> April*  
By whom built *Sunderland S.B. Co. Ltd.*  
Owners *Dampskib-Aktieselskabet Progress*  
Managers *(Holm & Wonsild)*  
(Where necessary to be entered in Reg. Book.)  
Residence *Copenhagen*  
Port belonging to *Copenhagen*

Register Tonnage as cut on Beam *495.30*  
Destined Voyage *St. Petersburg* If Surveyed while Building, Afloat, or in Dry Dock Building afloat.

LENGTH on Deck as per Rule *193* Feet. *4* Inches. BREADTH—Moulded *31* Feet. *9 1/2* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams *13* Feet. *6 1/2* Inches. No. of Decks with Flat laid *one* No. of Tiers of Beams *one*  
Dimensions of Ship per Register, Length, *195'* breadth, *32'* depth, *13.54'* Moulded Depth, *15* ft. *8* ins. Round of Beam, Actual *7 1/2* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches per Rule or 20ths per Rule.		Inches in Ship.	Inches per Rule or 20ths per Rule.	Inches per Rule or 20ths per Rule.
FRAME, Angles <i>7</i> or <i>L</i> Bars, for $\frac{1}{2}$ length amidships <i>in way of R.Q.D.</i>	<i>6</i>	<i>3</i>	<i>9 1/8</i>	KEEL, Bar or Side Plates depth and thickness	<i>7 x 2 1/4</i>	<i>7 x 2 1/4</i>	
Do. for $\frac{1}{2}$ at each end <i>in way of R.Q.D.</i>	<i>6 1/2</i>	<i>3</i>	<i>9 1/8</i>	STEM, moulding and thickness	<i>7 x 4 1/2</i>	<i>7 x 4 1/2</i>	
Do. in way of Double Bottoms at Solid Floors.	<i>3</i>	<i>3</i>	<i>7-6</i>	STERN-POST for Rudder do. do. <i>last steel</i>	<i>7 x 4 1/2</i>	<i>7 x 4 1/2</i>	
Do. at intermdt. Bkts.	<i>4</i>	<i>3</i>	<i>7-6</i>	for Propeller <i>do.</i>	<i>7 x 4 1/2</i>	<i>7 x 4 1/2</i>	
Spacing of Frames from centre to centre	<i>23</i>		<i>23</i>	MAIN PIECE of Rudder, diameter at head <i>do.</i>	<i>5</i>	<i>5</i>	
REVERSED FRAME, Angles <i>inside tank</i>	<i>3</i>	<i>3</i>	<i>6</i>	do. at heel <i>do.</i>	<i>3 1/2 x 4</i>	<i>3 1/2 x 4</i>	
DEEP FRAMING, depth of girder	<i>Built angle deep frg.</i>			RUDDER, how constructed <i>last steel frame, single plate 19/20</i>			
FLOORS, depth and thickness of Floor Plate	<i>33</i>	<i>6</i>	<i>33</i>	Can the Rudder be unshipped afloat? <i>Yes</i>			
TANKS, at mid line for $\frac{1}{2}$ length amidships	<i>68 10</i>		<i>68</i>	KEELSONS AND STRINGERS.			
in way of Engines and Boilers	<i>7</i>		<i>7</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
thickness at the ends of vessel	<i>ho flanging</i>			Rider Plate			
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>Shooson alternate frames</i>			Bulb Plate to Intercoastal Keelson			
height extended at the Bilges	<i>46 spacing 46 spacing</i>			Horizontal Plates on Floors			
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>6</i>		<i>6</i>	Angles			
state if flanged (top & bottom)	<i>Flanged on upper edge.</i>			SIDE KEELSON, Angles			
Spacing	<i>23</i>		<i>23</i>	Bulb or Plate above floors for lng.			
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>33 1/2</i>	<i>8-7</i>	<i>33</i>	Intercoastal Plate for length			
Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	Attached to outside plating with Angle			
Bottom	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	BILGE KEELSON, Angles			
SIDE GIRDERS, number on each side & thickness	<i>2</i>	<i>6</i>	<i>2</i>	Bulb or Plate above floors for lng.			
state if flanged (top & bottom)	<i>no flanging</i>			Intercoastal Plate for length			
Angles	<i>3</i>	<i>3</i>	<i>6</i>	Attached to outside plating with Angle			
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>22 1/2</i>	<i>7</i>	<i>21 1/2</i>	BILGE STRINGER Angles			
Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	Bulb Plate for length			
Floors	<i>3</i>	<i>3</i>	<i>6</i>	Intercoastal Plate for length			
Height of Floors at the Bilges	<i>43 1/4</i>	<i>43 1/4</i>		Attached to outside plating with Angle			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>33</i>	<i>8-7</i>	<i>33</i>	2 SIDE STRINGERS Angles			
thickness in Engine and Boiler space	<i>7 1/3</i>		<i>7 1/3</i>	Bulb or Intercoastal Plate for full lng.			
Remainder in Holds	<i>7</i>		<i>7</i>	Attached to outside plating with Angle			
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>8</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>34 1/2</i>	<i>24</i>	<i>8-7</i>
Angles on Upper Edge <i>in way of Bridge</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>	Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>8</i>	<i>3 1/2 x 3 1/2</i>
Spacing	<i>23</i>		<i>23</i>	Tie Plates fore & aft, outside Hatchways	<i>3 1/2 x 3 1/2</i>	<i>7</i>	<i>3 1/2 x 3 1/2</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb				Diagonal Tie Plates on Bms., No. of Pairs			
Angles on Upper Edge				Main Dk* <i>Iron</i> or Steel for full lng.		<i>6</i>	<i>6</i>
Spacing				R. Q. Dk* <i>Iron</i> or Steel for full lng.		<i>6</i>	<i>6</i>
BEAMS, Hold, Plate or Tee Bulb				Wood Deck, Material & thickness			
Angles on Upper Edge				Lower Deck Stringer Plate, breadth and thickness			
Spacing				Angles on ditto, No.			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>8</i>	Tie Plates, outside Hatchways			
Angles on Upper Edge				Deck* Material and thickness			
Spacing	<i>46</i>		<i>46</i>	Hold Stringer Plate			
BEAMS, Bridge or Pt. Awing. Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>8</i>	Angles on ditto, No.			
Angles on Upper Edge	<i>5</i>	<i>3</i>	<i>6</i>	Poop Deck Stringer Plate, breadth & thickness			
Spacing	<i>46</i>		<i>46</i>	Angle on ditto	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>8</i>	Tie Plates			
Angles on Upper Edge				Deck, Material and thickness <i>complete steel 5<sup>th</sup></i>		<i>6</i>	<i>6</i>
Spacing	<i>46</i>		<i>46</i>	Bridge or Pt. Awing Deck Stringer Plate, breadth and thickness	<i>42</i>	<i>6</i>	<i>42</i>
PILLARS, In 'tween Decks, Size and Spacing	<i>2 3/8</i>	<i>46</i>	<i>2 3/8</i>	Angle on ditto	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>
Hold <i>H</i> section	<i>5 x 4 1/2</i>	<i>7 1/2</i>	<i>5 x 4 1/2</i>	Tie Plates <i>Part steel 5<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup></i>	<i>16 1/2</i>	<i>6</i>	<i>16 1/2</i>
Quarter, 'tween Dks.				Deck, Material and thickness <i>inside houses</i>	<i>9 x 2 1/2 W.P.</i>	<i>9 x 2 W.P.</i>	
in Hold				Forecastle Deck Stringer Plate, brdth & thckns	<i>30</i>	<i>6</i>	<i>17 1/4</i>
WEB FRAMES, In Fore Body, No. and Spacing				Angle on ditto	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>
No. of Side Stringers				Tie Plates	<i>8</i>	<i>6</i>	<i>8</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>1 on per plan</i>	<i>1 as per plan</i>		Deck, Material and thickness <i>Pitch pine</i>	<i>5 x 3</i>		<i>P.P. 5 x 3</i>
Brdth. & Thickness	<i>18</i>	<i>7</i>	<i>18</i>				
WEB FRAMES, In After Body, No. and Spacing				BULKHEADS.			
Brdth. & Thickness				Number.			
No. of Side Stringers				In Vessel.			
Size of Angles or Tee Bars to Web Frames	<i>5 1/2</i>	<i>3 1/2</i>	<i>8</i>	Per Rule.			
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness				Thickness.			



PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				RIVETING.				BUTTS.			
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	FORWARD.	AFT.	
FLAT PLATE KEEL	36	12	9	9	33	12	9	9	33	12	9	9	33	12	9	
Garboard of A Strake	54	10	9	9	33	10	9	9	33	10	9	9	33	10	9	
B "	46	9	8	8	9	9	8	8	9	9	8	8	9	9	8	
C "	54	9	8	8	9	9	8	8	9	9	8	8	9	9	8	
D Joggled	46	9	8	8	9	9	8	8	9	9	8	8	9	9	8	
E "	54	9	8	8	9	9	8	8	9	9	8	8	9	9	8	
F Joggled	45	9	8	8	9	9	8	8	9	9	8	8	9	9	8	
G "	54	9	8	8	9	9	8	8	9	9	8	8	9	9	8	
H Joggled	35	10	8	8	35	10	8	8	35	10	8	8	35	10	8	
J "	52	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
K "	30	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
L "																
M "																
N "																
O "																
P "																
DOUBLING OF PLATE KEEL	Plating increased as above in lieu of doubling.															
Length and thickness of Bilges	Plating increased as above in lieu of doubling.															
Length and thickness of Sheerstrakes	Plating increased as above in lieu of doubling.															
Length and thickness of Strake below	Plating increased as above in lieu of doubling.															
POOP SIDES	5				5				Single 3				5 full			
RAISED QUARTER DECK SIDES	8				8				Single 3				5 full			
BRIDGE SIDES	No above				No above				No above				No above			
FORECASTLE SIDES	5				5				5				5			
LENGTHS OF PLATING	8 frame spaces															

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. *Plates South Durham & S.C.*

Has the Steel been tested as required by the Rules *yes*

FRAMES extend in one length from *centre line* to *margin plate, thence to gunwale*

REVERSED FRAMES on floors and frames extend from *Deep built angle framing*

MASTS, SPARS, &c.

LOWER MASTS.	Fore Main Mizen	Material	Total length	DIAMETER AND THICKNESS.			No. of Plates in round	RIVETING.	
				At Partners.	Heel.	Hounds.		Seams.	Butts.
Fore		Steel	51' 9"	14 1/2 x 20	12 x 20	12 x 20	Two	Single	Treble & Dble
Main		"	44' 9"	"	"	"	"	"	"
Mizen		"	"	"	"	"	"	"	"

Topmasts, Main and Remainder of Spars *Wood*

Rigging, Material and Size, Shrouds *Sab. stl. wire Fore & Main 3 @ 2 1/2", Backstay 2". Stays Fore & Main stay 2 1/2", topmast 2"*

Sails, *One* Suit of Sails and the following spare sails *none*

EQUIPMENT No. *13429* LETTER *L*

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.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
6485	1st Bower	21	1	14	21	18	0	14	21	1	0	Heads Patent
6380	2nd "	20	2	0	20	3	3	0	20	0	0	"
6377	3rd "	19	0	7	19	19	2	21	19	0	0	"
	Collective weight	60	3	21					60	2	0	
6312	Stream	6	0	0	8	5	0	0	5	3	0	Common
6281	Kedge	2	3	0	5	5	0	0	2	3	0	"

Drop and mechanical tests applied to each steel anchor heads by C. E. Perrins at Lipton on 15/4/11. Anchors with satisfactory results.

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		TEST, PER CERTIFICATE.		Description.	Makers.	When and where tested and Superintendent.
			Supplied.	Per Table 22.	Supplied.	Per Table 22.			
2401	210	1 1/2	54,651	206-2-0	203-0-18	210-1-1/2	Steel	Taylor & Sons	Sld. 15-3-05 W. J. Ref.
			also 3 spare shackles 0-2 1/4						
Iron-Stream Chain or Steel Wire...	60	3 1/2	22				60-3 1/2	Sab. stl. wire, Craven & Speeding Sld.	

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE.		TEST, PER CERTIFICATE.		Description.	Makers.	When and where tested and Superintendent.
			Supplied.	Per Table 22.	Supplied.	Per Table 22.			
2401	210	1 1/2	54,651	206-2-0	203-0-18	210-1-1/2	Steel	Taylor & Sons	Sld. 15-3-05 W. J. Ref.
			also 3 spare shackles 0-2 1/4						
Iron-Stream Chain or Steel Wire...	60	3 1/2	22				60-3 1/2	Sab. stl. wire, Craven & Speeding Sld.	

Boats *2 lifeboats and 1 dingy*

Pumps, Number *1 flywheel pump 4 1/2" 4 1/2" fore peak 1 1/2" diameter of Barrel as given.* State whether they are in efficient working order *yes*

Windlass is made by *Emerson, Walker & Thompson* Bost. L., Steam. *Capstan 3 steam winches.*

Engine Room Skylights. How constructed? *Steel plates and angles*

What arrangements for deadlights in bad weather? *Strong bulls eyes.*

Coal Bunker Openings. How constructed? *Steel plates and angles*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *3 scuppers aft 4 for 2, 2 freeing ports for 3 3/4 x 20 3/4 x 3 aft 3 1/2 x 18"*

Ceiling in Holds, thickness and material *2 1/2" white pine*

Cargo Hatchways. How formed? *Steel plates and angles.*

State size No. 1 Hatch (Forward) *19' 2" x 14'* No. 2 Hatch *21' 1" x 14'* No. 3 Hatch *23' x 14'* No. 4 Hatch *23' x 14'*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *1 web plate in No. 1 hatch, 2 web plates in No. 2 & 3.*

3 fore and afters in all hatches.

Bulwarks, height above deck and description *4 1/2" x 3" steel, Stays 1 1/2" x 3" 5' apart* Main Rail and Stays, material and size *Bull angle 5 1/2" x 3" 2 1/2"*

The above is a correct description

Builder's Signature (here only) *Robert Howie* Secretary

Surveyor's Signature *Robert Howie* 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) *M 26-10-04, 17-1-05, 18-1-05, 19-1-05, 20-2-05, 3-5-05, 10-5-05, 13-5-05. E 23-12-04.*

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*

to plate, &c., conform well to each other? *yes*

from the faying surfaces? *yes*

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of the plating? *a very few.*

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 *Satisfactory*

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans forwarded herewith, the Secretary's letters referred to above and in general conformity with the Society's Rules and Regulations for the Class contemplated. The workmanship on the vessel is good and the materials used in the vessels construction are good. Three reports on forgings are forwarded herewith.*

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *14* ft., R.Q.D. or Break *46* ft., Bridge Dk. *80.5* ft., F'castle *21* 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, the poop is joined to the R.Q.D. and the R.Q.D. is joined to the bridge B.

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) *10" stl. & deep framing*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *element and paint* Outside *Paint.*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	42 1/2	41	Fore peak tank,		
Double bottom, under Engines and Boilers.	30 3/4	46	After peak tank,		
Double bottom, if under Engines only,			Midship deep tank,		
Double bottom, if under Boilers only,			Other tanks, if fitted,		
Double bottom, forward,	86 1/2	116			

\* 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. *4536*

Date *19 10 04*

No. *229* in builder's yard.

Dates of Surveys held while building

1904: Nov. 25, 29, Dec. 1, 5, 7, 8, 13, 16, 19, 21, 29. 1905: Jan. 4, 5, 6, 9, 12, 19, 24, 25, 27, 30, Feb. 1, 3, 6, 8, 10, 13, 15, 16, 17, 20, 22, 24, 27, Mar. 4, 7, 6, 9, 10, 14, 16, 17, 20, 22, 24, 28, 31, Apr. 6, 12, 14, 18, 20, 27, May 5, 8, 10, 11, 12, 15.

Total No. of Visits *59*

The amount of Entry Fee *£ 3 : 0 : 0* Fees applied for, *18-5-1905*

Special *£ 38 : 13 : 0* Received by me, *25/5/05*

I have paid Expenses, if any £

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

I am of opinion this Vessel should be Classed *100A1* *Weld* *0"*

With, or without Freeboard, as condition of Class *Without*

Committee's Minute

Character assigned *100A1 (Sld)*

*Lloyd's at CP + Lme 5.05*

*Ensign*

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