

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office
MON MAR 3 1924

Date of completion of report 23. FEBRUARY 1924. Port of HAMBURG
Survey held at KIEL Date, First Survey 30. MAY 1923 Last Survey 15. FEBRUARY 1924

On the (State if Single, Twin, or Triple Screw) SINGLE SC. "FRIESLAND" Rig 4 MST. SCHOONER.

TONNAGE under 1105.61
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk.
Do. of Poop 114.38
Do. of R.Q. Dk. 104.13
Do. of Bridge House TRUNKS 94.48
Do. of Forecastle 26.12
Do. of Houses on Dk. 66.29
Do. of excess of Hatchways 32.95
Do. above Crown of Engine Room
Gross Tonnage 1543.96
Less Crew Space
Less above Crown of Engine Room 206.85
TONNAGE FOR FEES 1337.11
Engine Room 494.06
Navigation Spaces

CLASS * 100A1.

Breadth (greatest moulded) 36.08
Depth, at middle of length from top of keel to top of upper deck beams at side 18.00
Transverse Number 54.08
Length on deck from fore part of stem to after part of stern post 243.96
Longitudinal Number 13193
Depth "d," at middle of length (See Secs. 2 & 13) 15.0
To QUARTER Dk. 18.11
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.57
R.Q.D.
Long Bridge Deck Beam at side to top of keel 11.1

Built at KIEL
When built 1924 Launched 11. DEC. 1923
By whom built FRIED. KRUPP, GERMANIA W.A.G.
Owners SCHEEPVAART EN STEENKOLEN MAAT.
Managers do.
(Where necessary to be entered in Reg. Book.)
Residence ROTTERDAM.
Port belonging to ROTTERDAM.

er Tonnage 843.05 Destined Voyage ROTTERDAM. If Surveyed while Building, Afloat, or in Dry Dock YES!

GTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams Feet. Inches. No. of Decks with flat laid 1.
per Rule 243 11 1/2 Moulded 36 1 Do. do. do. do. No. of Tiers of Beams 1.
Moulded depth, ft. 21 ins. 11 1/4 To Bridge Dk. Round of Upper 9. ins.
Moulded depth, ft. 18 ins. 0 To Upper Dk. Dk. Beam, Actual

Dimensions of Ship per Register, Length 74.47 breadth 11.08 depth 4.78

FRAMING. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. PILLARS. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

NAME, Angles, or Ribs Bars amidships 200 85 72 200 85 12
Boiler Space 180 85 10 180 85 10
Boiler Space 150 85 12.5 150 85 12.5
Eng. Room & Boiler Tank 190 85 11.5 190 85 11.5
Ordin. in Eng. & Boiler Space 75 75 8 75 75 8
at intermdt. Pkts. 75 75 10-12 75 75 10-12

ing of Frames from centre to centre amidships 585 585
from 1/2 length to Collision bulkhead 585 585
in peaks 585 585

VERSE FRAME, Angles. 75 75 8 75 75 8
in way of Double Bottoms at Solid Floors. 75 75 10-12 75 75 10-12
at intermdt. Pkts. 75 75 10-12 75 75 10-12

AMING, depth of girder 585 585
DOORS, depth and thickness of Floor Plate 1450 x 9 1450 x 9
at mid-line for 1/2 length amidships 914 x 70 914 x 70
in way of Engine and Boiler Spaces 8-10 8-10
thickness at the ends of vessel 8-10 8-10
depth at 1/2 the half breadth, as per Rule 8-10 8-10
height extended at the Bilges 8-10 8-10

DOORS in Cell, Double Bottoms. 914 x 8 914 x 8
Boiler Room Double 75 75 12 75 75 12
state if flanged (top & bottom) 75 75 8 75 75 8
Spacing of Solid floors 585 585

NTRE GIRDER, in Dbl. bottom, dpth. & thcknss. 914 x 10.5-9 914 x 10.5-9
Angles, Top 75 75 10 75 75 10
Bottom 90 90 10.5 90 90 10.5
to Floors 75 75 8 75 75 8
Brackets at intermdt. frmg., wdth & thcknss 75 75 8 75 75 8

DE GIRDERS, number on each side & thickness 75 75 8 75 75 8
state if flanged (top and bottom) 75 75 8 75 75 8
Angles (top and bottom) 75 75 8 75 75 8
to Floors 65 65 7 65 65 7

IRGIN PLATE, depth (exclusive of flange) 800 x 9.5 800 x 9.5
and thickness 75 75 10 75 75 10
Angle to Outside Plating 75 75 10 75 75 10
Floors 75 75 10 75 75 10
Brackets at intermdt. frmg., wdth & thcknss 75 75 10 75 75 10
Height of Outside Brackets above at bilge 900 900

NER BOTTOM PLATING, breadth and thickness of Middle Line Strake 1095 x 10 1095 x 10
in Engine and Boiler space 600 x 12 600 x 12
Remainder in Holds 8 to 7.5 8 to 7.5

BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, or Channel 165 70 9 165 70 9
In way of Long Bridge 585 585
Spacing EVERY FRAME 585 585

BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, or Channel 165 70 9 165 70 9
In way of Long Bridge 585 585
Spacing EVERY FRAME 585 585

BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, or Channel 150 75 10 150 75 10
Angles on upper edge 585 585
Spacing EVERY FRAME 585 585

BEAMS, Poop Deck, Single Angle, Bulb Angle, Plate, or Channel 150 75 10 150 75 10
Angles on upper edge 585 585
Spacing EVERY FRAME 585 585

BEAMS, Bridge Deck, Single Angle, Bulb Angle, Plate, or Channel 150 75 10 150 75 10
Angles on upper edge 585 585
Spacing EVERY FRAME 585 585

BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate, or Channel 150 75 10 150 75 10
Angles on upper edge 585 585
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WEB FRAMES. Inches in Ship. Inches in Ship. Inches per Rule. Inches per Rule. WEB-FRAMES, In Fore Body, No. and spacing. brdth. & thickness. No. of Side Stringers. WEB-FRAMES, In E. & B. Space, No. & spacing. brdth. & thickness. WEB-FRAMES, In After Body, No. and spacing. brdth. & thickness. No. of Side Stringers. Size of Face Angles to Web-Frames. BRACKET PLATES to Stringers between Web Frames, depth and thickness. BULKHEADS. Thickness. STIFFENERS. Horizontal. Vertical. Single or Double Frames. Height up, state deck. Total No. of W.T. BULKHEADS. In Ship. Per Rule. SCANTLINGS MIDSHIP BIDS. COLLISION. AFT PEAK. PARTITION. LONGITUDINAL. Are the Sluice Valves and Watertight Doors in efficient working order? PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. Ordinary or Joggled. RIVETING. BUTTS. Double or Triple. Rivets. Straps. If Lapped. THICKNESS OF SHEET PILE. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DBLG. of Flat Plate Keel. BREAK SHEERSTRAKES. STRAKE RAILS. Length and thickness. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. Upper Deck. Stringer Plate. Second Deck. Stringer Plate. FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Mizzen. Jigger. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. Suit of. Sails, and the following spare sails.

EQUIPMENT No. LETTER. ANCHORS. TONNAGE U.K. OR PLATING No. FOR TRAWLERS. Number of Certificate. Anchors. Weight, Ex. Stock. Weight of Stock. Test, Per Certificate. Weight Required by Table 31. Description of Anchor. Makers. Where and when tested and Superintendent. 287 1st Bower. 139 2nd. 289 3rd. 151 4th. 182 Stream. Kedge. Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test. CHAIN CABLES. Length and size supplied. Test per Certificate. Weight of Chain Cable. Length and size supplied. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Length and size supplied. Test per Certificate. Length and size supplied. HAWSERS AND WARPS. Length and size supplied. Test per Certificate. Length and size supplied. Steering Gear, Steam. Steering Gear, Hand. Pumps, Number. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Bulwarks, height above deck. The foregoing is a correct description. Builder's Signature. Surveyor's Signature. Correspondence. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? to plate, &c., conform well to each other? from the faying surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks (State quality of workmanship, &c.). The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Write Here. Lloyd's A & C.P. O.G. 2, 24. © 2020 Lloyd's Register Foundation. W1119-017502.

GENERAL REMARKS—

The following approved plans: Midships Section - Profile - Decks - Shell Expansion - Rudder - Stem frame. - Bulheads - Deep tank - Collision bulkhead - F.P. Pumping Manifold 8 in number have been forwarded with Hamburg First Entry Report No 15779 and the 3/32" Zealand and are in the London Office. - Five Certificates of Forgings now attached. -

Damage & Repairs:

This vessel took ground during the trial trip in the Bay of Kiel, was placed in dry dock for examination and the two scored plates B No 1 & 2 on starb. side aft have been renewed and tested and found in good order. -

To complete: Bottom cement in way of these plates to be renewed. -

Damage: During dry-docking the bottom plates C 3 & 4 & 5 & 6 on starb. side and D 7 from aft on the port side were more or less indented by bilge block but rivets & seams in way of same found sound. -

On account of the lock-out at the Kiel Ship-yards no repairs could be carried out at this time and the vessel left Kiel for Rotterdam where permanent repairs to the bottom plating will be carried out as arranged by the Owners. -

H. Piers.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 66'0 ft., R.Q.D. 78'9 ft., Bridge " ft., Forecastle 24'6 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated + 4'6" O.H.

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) ONE STEEL DECK; ONE TIER OF BEAMS. Official No. % : Signal Letters **NRWQ** State if Machinery is fitted aft **YES!** If bottom of Vessel has been coated Inside **CEMENT** Outside **YES!** give particulars of paint or other composition **3 COATS OF PAINT. -**

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system. **CELLULAR, YES!**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, NO DOUBLE BOTTOM					
Double bottom, under Engines and Boilers, NON "	I. 42'3"	61.5	Fore peak tank,	19'0"	95.7
Double bottom, if under Engines only, NON "	II. 42'3"	105.8	After peak tank,	11'6" 13'0"	22.2
Double bottom, if under Boilers only, NON "	III. 42'3"	93.6	Deep tank, aft,	"	"
Double bottom, forward, No 6 From Forward	IV. 33'4"	100.8	Deep tank, forward,	9'7"	191.3
	Total capacity of double bottom	361.7	Other tanks, if fitted, NON		
			(If necessary, furnish further information by sketch.)		
			State whether the above have been tested as required by the Rules. YES, TIGHT.		
			TOTAL		309.2

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

Order for Special Survey No. **71**

Date **JANUARY 4th 1923.**
LONDON D. JAN. 8th 1923.

No. **457** in builder's yard.

DATES OF SURVEYS held while building

1923: MAY 30. JUNE 6 & 20. JULY 6. - AUG. 7 & 13 & 17 & 31. - SEPT. 15 & 18 & 24. - OCT. 2 & 9 & 11 & 17 & 23 & 26 & 30. - NOV. 7 & 14 & 20 & 27. - DEC. 7 & 10 & 18 & 28. - 1924: JAN. 4 & 8 & 15 & 18 & 25 & 30. - FEBR. 1 & 4 & 9 & 12 & 15. -

Total No. of Visits **37**

Surveyor's Signature

H. Piers.

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