

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office

SAT. JUL. 5-1913

Date of completion of report 4th July 1913 Port of Sunderland
Survey held at Sunderland Date, First Survey 1st July Last Survey 1st July No. 25735
On the (State if Single, Twin, or Triple Screw) Single Screw Steamer NOVGOROD Rig Schooner
TONNAGE under
Tonnage Deck 4485.31
Do. between Tonnage Dk. and 3rd and 4th Dk. 120.60
Total under Upper Dk. 4485.31
Do. of Poop 120.60
Do. of R.C. Dk. 126.10
Do. of Bridge House 70.71
Do. of Forecastle 128.64
Do. of Houses on Dk. 61.42
Do. of excess of Hatchways 124.96
Do. above Crown of Engine Room 5117.74
Gross Tonnage 127.78
Less Crew Space 124.96
Less above Crown of Engine Room 4865.00
TONNAGE FOR FEES 1129.15
Less Engine Room 88.21
Less Navigation Spaces 3772.60
Register Tonnage as per Rule 3772.60
CLASS +100 A1
Breadth (greatest moulded) 50.33
Depth, at middle of length from top of keel to top of upper deck beams at side 30.42
Transverse Number 80.75
Length on deck from fore part of stem to after part of stern post 389.75
Longitudinal Number 31.472
Depth "d," at middle of length (See Secs. 2 & 13) 18.11
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.8
Long Bridge Deck Beam at side to top of keel 10.3
Master (not appointed)
Year of appointment (1) As Master in service of owner of present vessel: 191 (2) As Master of this vessel: 191
Built at Sunderland
When built 1913 Launched 15th March 1913
By whom built Wm. F. Laming & Sons Ltd
Owners Russian Volunteer Fleet Association
Managers " " "
(Where necessary to be entered in Reg. Book.)
Residence St Petersburg
Port belonging to Odessa
Destined Voyage (not fixed) If Surveyed while Building, Afloat, or in Dry Dock Building, afloat

LENGTH on Deck as per Rule	Fect.	Inches.	BREADTH—Moulded	Fect.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Fect.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
389 9			50 4			Do. do. do. do. do. Second Dk. Beams	27 11 1/2	19 11 1/2	2 + Bridge	2 + Bridge
Moulded depth, ft. 37 ins. 11 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 1/2 ins.										
Moulded depth, ft. 30 ins. 5 To Upper Dk. Dk. Beam, Actual 12 1/2 ins.										

FRAMING.						PILLARS.					
FRAME, Angles, or Bars amidships						PILLARS, In 'tween Deck, size and spacing					
Do. in peaks	9	3 1/2	64	9	3 1/2	64	6 1/2	Wide spaced	6 1/2	Wide spaced	
Do. in way of Double Bottoms at Solid Floors	7	3 1/2	42	7	3 1/2	42	17 x 17	5.6	17 x 17	5.6	
Do. at intermdt. Bkts.	7 1/2	3 1/2	42	7 1/2	3 1/2	42	12 x 12	5.0	12 x 12	5.0	
Spacing of Frames from centre to centre amidships	25 1/2			25 1/2			Wide spaced as per approved plan.				
Do. from 1/2 length to Collision bulkhead	25 1/2			25 1/2							
Do. in peaks	24			24							
REVERSED FRAME, Angles						KEELSONS & STRINGERS.					
Do. in way of Double Bottoms at Solid Floors						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
Do. at intermdt. Bkts.						Rider Plate					
FRAMING, depth of girder						Flat Plate Keel Angles					
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						Horizontal Plates on Floors					
Do. in way of Engine and Boiler Spaces						Angles or Bulb Angles					
Do. thickness at the ends of vessel						SIDE KEELSONS, Number					
Do. depth at 1/2 the half breadth, as per Rule						Angles or Bulb Angles					
Do. height extended at the Bilges						Plate above floors, for length					
FLOORS in Cell. Double Bottoms						Intercoastal Plate, for length					
Do. state if flanged (top & bottom)						Attached to outside Plating with Angle					
Do. Spacing of Solid floors						BILGE KEELSON, Angles					
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.						Intercoastal Plate for length					
Do. Angles, Top						Attached to outside Plating with Angle					
Do. Bottom						SIDE STRINGERS, Number					
Do. to Floors						Angle					
Do. Brackets at intermdt. frmg., wdth & thknss.						Intercoastal Plate, for full length					
SIDE GIRDERS, number on each side & thickness						Attached to outside plating with Angle					
Do. state if flanged (top and bottom)						Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)					
Do. Angles (top and bottom)						Do. br'dth & thickness (in way of Bridge)					
Do. to Floors						Angle (clear of Bridge)					
MARGIN PLATE, depth (exclusive of flange) and thickness						Tie Plate at sides of Hatchways					
Do. Angles to Outside Plating						Deck. * Steel, for full lng.					
Do. Floors						Thickness (clear of Bridge)					
Do. Brackets at intermdt. frmg., wdth & thknss.						(in way of Bridge)					
Do. Height of Outside Brackets above at bilge						Wood Deck. Material & thickness					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						Second Deck Stringer Plate, br'dth & thickness					
Do. in Engine and Boiler space						Angles on ditto, No.					
Do. Remainder in Holds						Tie Plates outside Hatchways					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Deck. * Steel, for full lng.					
Do. In way of Long Bridge						Wood Deck. Material & thickness					
Do. Spacing						Third Deck Stringer Plate, br'dth & thickness					
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Angles on ditto, No.					
Do. Spacing						Tie Plates, outside Hatchways					
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Deck. * Material and thickness					
Do. Angles on upper edge						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
Do. Spacing						Angles on ditto, No.					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Tie Plates outside Hatchways					
Do. Angles on upper edge						Deck. Material & thickness					
Do. Spacing						Poop Deck Stringer Plate, breadth & thickness					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Angle on ditto					
Do. Angles on upper edge						Tie Plates					
Do. Spacing						Deck. Material and thickness					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Bridge Deck Stringer Plate, br'dth & thickness					
Do. Angles on upper edge						Angle on ditto					
Do. Spacing						Tie Plates					
						Deck. Material and thickness					
						Forecastle Deck Stringer Plate, br'dth & th'kns					
						Angle on ditto					
						Tie Plates					
						Deck. Material and thickness					

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

EQUIPMENT No. 32672										LETTER Y										ANCHORS.										TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS									
Number of Certificate.		Anchors.		WEIGHT, Kx STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 31			Description of Anchor.			Makers.		Where and when tested and Superintendent.																		
				Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.																							
16768		1st Bower ...		57	2	21	—	—	—	—	47	1	3	14	57	0	0	16768		Not tested		16768																	
16770		2nd „ ...		57	1	14	—	—	—	—	46	17	0	21	57	0	0	„		„		„																	
16800		3rd „ ...		56	2	14	—	—	—	—	46	7	3	7	56	2	0	„		„		3.4.13																	
		4th „ ...															„		„		L. Hoffman																		
		Collective weight		171	2	21	1							170	2	0	Mechanics		G. J. Meyer		L. Hoffman																		
40148		Stream		16	1	14	4	1	7	17	14	0	7	16	1	0	Rodgers ordinary		„		Sept. 17.12.12																		
40147		Kedge.....		7	0	14	1	3	14	9	7	0	21	7	0	0	„		„		„																		
CHAIN CABLES.																																							
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE			Length and Size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire.		Length and Size per Table 31.																
		Length. Diam.		Statu- ing.		Supplied. Per Rule.			Length. Diam.										Length. Cir.		Tons.		Length. Cir.																
		Fathoms. Ins.		Tons.		Cwts. qrs. lbs.			Cwts. qrs. lbs.		Fathoms. Ins.								Fathoms. Ins.		Tons.		Fathoms. Ins.																
41789		270 2 3/4		86 1/2		120 1/2			646 1-13 45-5-0			270 2 3/4		Steel Round		Outh Dip 8-8-13		TOWLINE		120 4 1/2		47 1/2		120 4 1/2															
																		HAWSEERS & WARPS		2-90 2 3/4		18 1/2		2-90 2 3/4															
Iron Stream Chain or Steel Wire		90 4 3/4		47		—			—			90 4 3/4		Steel Link		Works		„		2-90 2 1/2		12 1/2		2-90 2 1/2															
Boats 8 Wood lifeboats. 2 Launch boats. 2 Collapsible boats. Steering Gear, Steam fitted Steering Gear, Hand fitted																																							
Pumps, Number 2 Diameter of Barrel 4 1/2 State whether they are in efficient working order yes																																							
Windlass is by Emerson Water & Thompson Capstan																																							
Engine Room Skylights.—How constructed? Steel What arrangements for deadlights in bad weather? Lids & bulls eyes																																							
Coal Bunker Openings.—How constructed? Steel casings How are lids secured? Tarpsaulms & chets Height above deck? 10", also flush																																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 3 ea. side ea. well, 4 Pts ea. side ea. well, 39" x 18"																																							
Ceiling in Holds, thickness and material 2 1/2 W.P. under hatchways Cargo Battens, thickness and material 2" W.P.																																							
Engine Room Hatchways.—How formed? Steel casings Hatches, If strong and efficient? yes																																							
State size No. 1 Hatch (Forward) 25' 5" x 18' 0" No. 2 Hatch 29' 8" x 18' 0" No. 3 Hatch 29' 8" x 18' 0" No. 4 Hatch 25' 6" x 18' 0"																																							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 & 4 = 5 webs, No. 2 & 3 = 6 webs, as fore and after																																							
No. of Breasthooks Five No. of Crutches deep floors																																							
Bulwarks, height above deck and description Steel 3' 9" x 25"																																							
Main Rail, material and size 6 x 3 1/2																																							
The foregoing is a correct description. JAMES LAING & SONS, LIMITED																																							
Builder's Signature (here only) J. Laing Surveyor's Signature J. Laing																																							
Surveyor to Lloyd's Register of British and Foreign Shipping.																																							
Correspondence.—State dates and initials of letters respecting this case (References should be made in any correspondence connected with the case) M. 1.3.12, 6.3.12, 6.3.12, 20.3.12, 26.3.12, 28.4.12, 26.4.12, 1.8.12, 28.8.12, 13.9.12, 30.9.12, 9.6.13 & E 31.7.12.																																							
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? joggled framing																																							
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? one or two																																							
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. 26, par. 20)? yes																																							
State results of tests, satisfactory																																							
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes																																							
State results of tests, satisfactory																																							
General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plans & generally in accordance with the Rules.																																							
The workmanship throughout is good.																																							
The Surveyor should state the Number of Report and Name of any Sister Vessel.																																							
The amount of Entry Fee £ 5 : : : Fees applied for, 2.7.1913																																							
Special Survey Fee £ 146 : 12 : 6 Received by me, 4.7.1913																																							
Traveling Expenses, if any £ : : : Certificate to be sent to Sunderland Date of issue 8/7/13																																							
State whether the Vessel has been built under Special Survey yes																																							
I am of opinion this Vessel should be Classed + 100 A1																																							
With, or without Freeboard, as condition of Class Without																																							
Surveyor to Lloyd's Register of British and Foreign Shipping.																																							
Committee's Minute TUE JUL 8-1913																																							
Character assigned 100A1																																							
Lloyd's ad 6.0																																							
+ 2mb 7.13																																							
F.D.																																							

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40.0 ft., R.Q.D. — ft., Bridge 110.75 ft., Forecastle 42.0 ft. (in feet and tenths). When the Poop 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 should appear in the Register Book) 2 x 14 Pl. (upp. ft w.s. M. w.s.) N.B. See plan of sheathing on upp. SK
 Official No. — ; Signal Letters — State if Machinery is fitted aft no.
 How are the surfaces preserved from oxidation? Inside Paint & 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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>133.9</u>	<u>398</u>	Fore peak tank,	—	<u>115</u>
Double bottom, under Engines and Boilers,	<u>40.4</u>	<u>161</u>	After peak tank,	—	<u>50</u>
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	<u>170.0</u>	<u>563</u>	Other tanks, if fitted,	—	—
	Total capacity of double bottom	<u>1122</u>	(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. 5753

Date

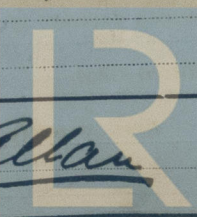
No. 641 in builder's yard.

DATES of Surveys held while building

1912. Jul 26. Aug 28. Sep 3. 13. 18. Oct 8. 14. 17. 22. 29. Nov 5. 19. 20. Dec 5. 13. 20. 23. 30.
 Jan 7. 16. 21. 23. Feb 6. 7. 12. 18. 24. 25. 26. 28. Mar 4. 5. 7. 11. 12. 13. 14. 28. 31. Apr 4. 7.
 May 1. 5. 19. 20. 23. 30. June 2. 5. 10. 11. 16. 17. 18. 20. 26. July 1.

Total No. of Visits 57

Surveyor's Signature



Lloyd's Register Foundation