

With or Without

STEEL STEAMER.

THU. MAR. 28. 1912
Received at London Office

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel *yes*Date of completion of report *26th March 1912*Port of *Bremen*No. *103*Survey held at *Segetunghde*Date, First Survey *16th September 1911*Last Survey *25th March*

1912

On the *Steel* in *DUSSELDORF*Rig *Schooner*TONNAGE under *5490.00*CLASS *100A1*

FEET.

Master *J. Schmidt*Year of appointment *(1) As Master in service of owner of present vessel: 1912 (2) As Master of this vessel: 1912*Do. between Tonnage Dk. and 3rd and 4th Dk. *5490.00*Breadth (greatest moulded) *57.00*Total under Upper Dk. *5490.00*Depth, at middle of length from top of keel to top of upper deck beams at side *29.646*Do. of Poop *95.38*Transverse Number *86.646*Do. of R.C. Dk. *99.8*Length on deck from fore part of stem to after part of stern post *451.625*Do. of Forecastle *198.56*Longitudinal Number *39149*Do. of Houses on Dk. *40.45*Depth "d," at middle of length (See Secs. 2 & 13) *15.234*Do. of excess of Hatchways *5876.97*Proportions—Depths to Length—Upper Deck Beam at side to top of keel *11.997*Do. above Crown of Engine Room *72.80*Gross Tonnage *5876.97*Less Crew Space *Tonnage for floor*Less above Crown of Engine Room *including stowage*TONNAGE FOR FEES *3727.65*

Do. Engine Room

Do. Navigation Spaces

Destined Voyage *Australia*If Surveyed while Building *Afloat, or in Dry Dock* *yes*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams in Hold
<i>451 7/12</i>	<i>451</i>	<i>7 1/2</i>	<i>57 0</i>	<i>57</i>	<i>0</i>	<i>29 3/4</i>	<i>29</i>	<i>3 1/4</i>	<i>2</i>	<i>3 in N/A</i>

Dimensions of Ship per Register, Length *450.8* breadth *57.2* depth *27.0*. Moulded depth, ft. *37* ins. *7 3/4* To Bridge Dk. Round of Upper Dk. Beam, Actual *14 1/4* ins. Moulded depth, ft. *29* ins. *7 3/4* To Upper Dk.

FRAMING.				PILLARS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or Bars amidships	9 1/2	3 3/4	59	9 1/2	3 3/4	59	
Do. in peaks	8	3 1/2	48	8	3 1/2	48	
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44	
Spacing of Frames from centre to centre amidships	7 3/8	3 3/8	48	7 3/8	3 3/8	48	
Do. in way of Double Bottoms at Solid Floors	26 1/2			26 1/2			
Do. in way of Double Bottoms at Solid Floors	4	4	42	4	4	42	
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44	
Do. in way of Double Bottoms at Solid Floors	9 1/2			9 1/2			
Do. in way of Double Bottoms at Solid Floors	45	42		45	42		
Do. in way of Double Bottoms at Solid Floors	4	4	42	4	4	42	
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44	
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Do. in way of Double Bottoms at Solid Floors	9 1/2			9 1/2			
Do. in way of Double Bottoms at Solid Floors	45	42		45	42		

[illegible]

EQUIPMENT No. 42190				LETTER 47				ANCHORS				FOR 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.											
8909		1st Bower		72 3 31		72 3 31		55 4 0 0		72 3 0		Taylor's Broadwing		Samuel Taylor		Cardiff, 17. 12. 11											
8908		2nd "		72 1 10		72 1 10		54 18 0 0		72 3 0		Tape, all forged		Jas. Bridgman		Geo. H. Penn											
8910		3rd "		62 0 0		62 0 0		49 10 0 0		62 0 0																	
		4th "																									
		Collective weight		307 0 3		307 0 3				307 0 0																	
8893		Stream		20 2 7 5		21 4 0 0		21 4 0 0		20 2 0		Has Section common		Samuel Taylor		Cardiff, 30. 11. 11											
8894		Kedge		9 1 0 2		11 7 6 0 0		11 6 0 0		9 0 0				Jas. Bridgman		Geo. H. Penn											
CHAIN CABLES.																HAWSERS AND WARPS.											
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.					
		Fathoms. Ins.		Tons. Cwts. qrs. lbs.		Tons. Cwts. qrs. lbs.		Fathoms. Ins.										Fathoms. Ins.		Tons. Cwts. qrs. lbs.		Fathoms. Ins.					
11514		150 3 1/2		101 5 1/2		143 5 1/2		300 2 1/2		Type Link		Samuel Taylor		Cardiff 6. 12. 11		TOWLINE-Steel		130 5 1/2		71 5 1/2		130 5 1/2					
11515		150 2 3/8		101 5 1/2		143 5 1/2		300 2 1/2		Type Link		Jas. Bridgman		Geo. H. Penn		HAWSERS & WARPS		130 5 1/2		71 5 1/2		130 5 1/2					
Iron Stream Chain or Steel Wire		130 5		59 4 6 3 0		120 5 1/2																					
Boats 4 Lifeboats 23-6" x 7-0" x 3-3"																Steering Gear, Steam		Donkin & Co		Steering Gear, Hand		John Watts					
Pumps, Number 1 Donkin for hold; 1 hand for fore peak																Diameter of Barrel		5"		State whether they are in efficient working order		Yes					
Windlass is Glass Chapman type, steam power																Capstan		none									
Engine Room Skylights.—How constructed? Steel casings																What arrangements for deadlights in bad weather?		Steel lids									
Coal Bunker Openings.—How constructed? Steel casings																How are lids secured?		Fastened down		Height above deck?		32" above bridge deck					
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 1 scupper and 2 freeing ports 32" x 20" on each side in hull																Cargo Battens, thickness and material		6" x 2" pine									
Ceiling in Holds, thickness and material 2 1/2" pine																Hatches, If strong and efficient?		Yes									
Cargo Hatchways.—How formed? Steel round corner 36" height on top 54" height in gull																No. 1 Hatch		24 3/4 x 20' 0"		No. 2 Hatch		5' 5 1/2 x 17' 1"		No. 3 Hatch		22' 1" x 20' 0"	
State size No. 1 Hatch (Forward) 17' 8" x 20' 0"																No. 4 Hatch		24 3/4 x 20' 0"		No. 5 Hatch		5' 5 1/2 x 17' 1"		No. 6 Hatch		19' 10 1/2 x 20' 0"	
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 10' 1" x 4' 5" 6 3/4 web plates, for 2 x 3-8" web plates																No. of Breasthooks		5		No. of Crutches		Steel 4" dia					
Bulwarks, height above deck and description 4' 6" steel																Main Rail, material and size		6 3/4 x 2 1/2 x .50									
The foregoing is a correct description.																Surveyor's Signature		J. H. E. KEMP		Surveyor to Lloyd's Register of British and Foreign Shipping.							
Builder's Signature (here only) J. H. E. KEMP																											
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) 26.7.11/25.10.11/2.1.12/23.3.12/																											
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? 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 facing surfaces? Yes																											
Do any rivets break into or through the seams or butts of the plating? No																											
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Butts properly shifted, steel plate double straps, other lapped butts																											
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes																											
State results of tests found tight																											
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes																											
State results of tests found tight.																											
General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letter and the Rule requirements in all other respects with a view to obtain the Society's class in the Register Book viz. *100A1.																											
The workmanship throughout is of the best description all parts conforming well with each other and carefully fitted and riveted in conformity with the Committee's intentions.																											
The steel materials used in the construction have been manufactured as noted approved by the Committee and tested by the Society's Surveyors as per Rules. The stem frame and Rudder have been made in conformity with the approved plans and tested by the Society's Surveyors.																											
The cellular double bottom and the peak have been fitted and tested as required by the Rules and found tight. Bulwarks in hold and tunnel also the deck tested with a hose and found tight. Pump tested and found in good working order.																											
This																											

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ~~and to, R.Q.D.~~ *391.6* ft., Bridge *391.6* ft., Forecastle *44.7* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop and Bridge deck are joined.*

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 Deck-steel, 2 tiers of beams, lower deck in No 1 hold.*

Official No. _____; Signal Letters _____ State if Machinery is fitted aft *no*
How are the surfaces preserved from oxidation? Inside *Cement in bottom otherwise paint* Outside *patent & oil paints.*

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>145' 9"</i>	<i>459</i>	Fore peak tank,	—	—
Double bottom, under Engines and Boilers,	<i>70' 8"</i>	<i>329</i>	After peak tank,	—	—
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	<i>189' 11"</i>	<i>665</i>	Other tanks, if fitted,	—	—
	Total capacity of double bottom	<i>1453</i>	(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. *68*

Date *20th June 1911*

No. *247* in builder's yard.

DATES of Surveys held while building

1911: Sept 16, 26. Oct. 2, 4, 18, 31, Nov 6, 11, 13, Dec 6, 15; 1912 Jan. 3, 10, 24, Feb 1, 6, 15, 22, 28, March 8, 17, 22, 25.

Total No. of Visits *23*

Surveyor's Signature

G. H. E. Palmer

Palmer's Register Foundation