

## Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 457.

State if Report is also sent on the Machinery of the Vessel

MON. 6 JUL 1903

Port of Christiania Date of completion of Report 25<sup>th</sup> June 1903 Received at London Office

Survey held at

Date, First Survey

Last Survey

On the

Rig

TONNAGE under Tonnage Deck

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

Total under Upper Dk.

Do. of Poop

SPAR, AWNING OR PART AWNING-DECKED VESSEL, or a Vessel having a continuous Shade Deck.

CLASS 100 A 1

FEET.

Master Th. W. Schlytter

Year of Appointment

(1) As Master in service of owner of present vessel:—18 1903  
(2) As Master of this vessel:—18 1903

Built at Fevig

When built 1903

Launched 2<sup>nd</sup> May 03

By whom built Fevigs Jernskibsbyggeri

Owners Akkieselskabet "Opland"

Managers H. Fredriksen

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

Residence

Sandefjord

Port belonging to

Sandefjord

Depths to Length—Main Deck to top of Keel

Destined Voyage Middlesbro'

If Surveyed while Building, Afloat, or in Dry Dock

yes

BREADTH	Feet.	Inches.	DEPTH, top of Floors to Spar or Awning Dk. Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid
Moulded	34	11	Do. do. Main Deck Beams	12	9 1/2			2
								No. of Tiers of Beams 2

Length 235.7 breadth 35.0 depth 19.6 Spar or Awning Dk. Moulded depth, ft. 15 ins. 0 To Main Dk. Round up of Beam, Main Dk. 1 1/2 ins.

G.	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule Or as Approved.
Bars, for # length	6	3	10	6	3	10				KEEL, Bar or Side Plates, depth and thickness		
at Solid Floors	6	3	9	6	3	9				STEM, moulding and thickness	8 x 2 1/2	8" x 2 3/8"
at intermdt. Bkts.	3	3	7	3	3	7				STERN-POST for Rudder do. do.	8 x 5 1/8	8" x 5"
moulding edge to										" " for Propeller	8 1/8 x 5 1/8	8" x 5"
d aft	3	3	7	3	3	7				MAIN PIECE of Rudder, diameter at head	5 1/2 x 4 1/2	5 1/2" x 4 1/2"
les in keel bottom										do. at heel	5 1/2 x 4 1/2	5 1/2" x 4 1/2"
girders										RUDDER, how constructed	forging, with side plates	
loss of Floor Plate										Can the Rudder be unshipped afloat?	yes	
gth midships										KEELSONS AND STRINGERS.		
d Boilers										CENTRE LINE KEELSON, Vertical Plate above		
of vessel										floor, Through Plate, or Intercoastal Plate		
dth, as per Rule										" Rider Plate		
ie Bilges	43			43						" Bulb Plate to Intercoastal Keelson		
Cell Dble Bottoms										" Horizontal Plates on Floors		
Distance apart	23			23						" Angles		
ible bottom, depth	35	9-8		35	9-8					SIDE KEELSON, Angles		
les, Top	4	8-7	4	4	8-7					" Bulb or Plate above floor, for		
Bottom	5	3 1/2	9-8	5	3 1/2	9-8				" Intercoastal Plate, for		
nd thickness	3	7		3	7					" Attached to outside plating with Angle		
exclusive of flange	24	2 1/2	7-8	24	2 1/2	7-8				BILGE KEELSON, Angles	5	3 1/2 9-8
NG, breadth and	3 1/2	3 1/2	8	3 1/2	3 1/2	8				" Bulb or Plate above floor, for		
Line Strake	35	8-7		35	8-7					" Intercoastal Plate, for		
ine and Boiler space		8-9			8					" Attached to outside plating with Angle		
nder in Holds										SIDE STRINGER Angles	5	3 1/2 9-8
eck, Side Angle	5	3	8	5	3	8				" Bulb or Intercoastal Plate, for		
Too Bulb										" Attached to outside plating with Angle	3	3 8
4. 3/4 x 1/2										Spar, or Awning Deck Stringer Plates,	40-28	9-7
gle Angle, Bulb	6	23		6	23					breadth and thickness	40-27	9-7
Bulb										" Angle on ditto	4 x 4	8-7
4. 3/4 x 1/2										" Tie Plates, fore and aft, outside Hatchways		
gle Angle, Bulb	23			23						" Diagonal Tie Plates, No. of prs.		
Bulb										" Deck * Iron or Steel, for	full	Ing.
Plate or Tee Bulb										" Wood Deck. Material & thickness	6-7-8	6-7-8
Bulb Angle, Plate										Main Deck Stringer Plate, breadth & thickness	48-28	9-8
se										" Angles on ditto, No.	4 x 4	8-7
Bulb Angle, Plate										" Tie Plates, outside Hatchways	4 1/2 x 4 1/2	9-8
angle Bulb Angle										" Diagonal Tie Plates, No. of prs.	4 1/2 x 4 1/2	9-8
size and spacing	3 3/4	2 3/4	46	3 3/4	2 5/8	46				" Deck * Iron or Steel, for	full	Ing.
Dksr, "										" Wood Deck. Material & thickness	6-7-8	6-7-8
dy, No. and spacing										Lower Deck Stringer Plates, breadth & thickness		
brdth. & thickness										" Angles on ditto, No.		
space, No. & spacing										" Tie Plates, outside Hatchways		
brdth. & thickness										" Deck * Material and thickness		
No. of Side Stringers										Hold, or Orlop Stringer Plate, breadth & thickness		
Size of Angles or Tee Bars to Web Frames										" Angles on ditto, No.		
BRACKET PLATES to Stringers between										" Tie Plates, outside Hatchways		
Web Frames, depth and thickness										" Deck. Material and thickness		

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.								
BULKHEADS.	Number.		Thickness.	STIFFENERS.			Single or Double Frames.	Height up.
	In Vessel.	Per Rule.		Horizontal.	Vertical.	Spacing.		
			20ths.	Inches.	Inches.	Inches.		
W. T. BULKHEADS	4	4	6	4 1/2 x 3 1/2	4 1/2 x 3 1/2	48-30	double span deck	
PARTITION								
LONGITUDINAL								

Are the outside Plates doubled two spaces of Frames in length? *yes*

Are the outside Plates doubled two spaces of Frames in length?

yes

Lloyd's Register  
Foundation

WISS3-0229



Form No. 10.

**Workmanship.** Are the butts of plating planed or otherwise fitted? *planed where not overlapped.*

Is the riveted work properly closed? *yes* Do the holes for riveting plate to frames, butt straps, or plate

Is the riveted work properly closed? *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

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

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

from the faying surfaces?.....

Strippers & properly shifted and strapped? *yes*

Are the butts of Plating, Stringers, etc., properly ~~finished~~ finished 01

General Remarks (State quantity or value of cargo, etc.)

accordance with the approved plans forwarded herewith and  
 necessary letters amending these plans and scantlings and in  
 all respects in conformity with the Rules to obtain the  
 100 A class. The workmanship and materials throughout  
 are, as the best description:

The shed materials have been manufactured at approved works and tested by the Society's Surveyors in accordance with the Rules. The cellular double bottom and upper peak tanks have been tested with water pressure to the height of spar deck and found tight.

Fore peak has been filled with water to the height of deep load line and found tight. Fore deck and side ports have been tested with a hose and found tight.

Hand pump, so fore head has a suction right of

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

**PARTICULARS FOR RECORD** in the REGISTER BOOK.—Length of Poop ..... ft., R.Q.D. or Break ..... ft., Bridge Dk. .... ft., F' castle ..... 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 it should appear in the Register Book) *2 dks steel.*

Official No. ....; Signal Letters *M.B.H.G.*

How are the surfaces preserved from oxidation? Inside Cement & paint Outside paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *yes*

State whether the above have been tested as required by the Rules yes.

Order for Special Survey No. 1 ys g 8: ( 1st. On the several parts of the frame, when in 5<sup>th</sup> 6<sup>th</sup> 8<sup>th</sup> & 9<sup>th</sup> December 1902, 9<sup>th</sup> 10<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> Jan. 03

2nd. On the plating during the process of riveting *4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> Feb. 03; 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> & 6<sup>th</sup> March 03;*

Order for Ordinary Survey No. 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> Feb. 03; 6<sup>th</sup> 7<sup>th</sup> x 8<sup>th</sup> April 03;

4th. When the ship was complete, and before the 29<sup>th</sup>, 30<sup>th</sup> April & 1<sup>st</sup> May

No. 43 in builder's yard. 17<sup>th</sup>, 18<sup>th</sup> May. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup> Total No. of Visits 30

June 1903.

The amount of Entry Fee.....£ 4: 0: 0

Special Survey Fee ... £56:13:0 Received by me,

Travelling Expenses, if any £/s: 0: 0 24. 7. 1803

1892

I am of opinion this Vessel should be Classed \* 100 A / Guarded AWM

With, or without Freeboard, as condition of Class *With Freeboard.* Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned *Deferred*

TUES. 19 JAN 1904

Chief Surveyor to inquire & report as to other needs alleged to

have such openings

100

Holland

Dec. 22 1900

✓

FRI. 11 NOV 1904

White down.  $C\frac{1}{2}$  bar red.  $H\frac{1}{2}$  bar red.  $H\frac{1}{2}$  bar red.  $H\frac{1}{2}$  bar red.

19. Jan. 1860

*unseen*

#2 n.b. 7.03

Personal Address

without edition 11/04. 20/1/04. Mike Voss



23 feet and found same working satisfactory.

Stern frame, stem and rudder are forgings and manufactured by Messrs. R. I. Bognal & Co., Blyden-on-Tyne, examined and found good.

Blow-off cocks are fitted with spigots passing through the plating with brass rings on the outside and are so constructed that the key can only be taken off when the cock is shut.

Side ports are fitted in tween decks on both sides, two on port side  $39" \times 43"$  and  $20\frac{1}{2}"$  above main deck, one is placed abreast of No. 2 and the other abreast of No. 3 hatch. On starboard side 2 ports  $30" \times 30"$  and  $20\frac{1}{2}"$  above main deck, one abreast of No. 1 and the other abreast of No. 3 hatch, these ports are built in accordance with previously approved plans and to my entire satisfaction.

In boiler room bulkhead  $18"$  above main deck is cut two openings  $29" \times 36"$  high and  $4'-2"$  from vessels sides, and strengthened with angle frames  $4\frac{1}{2}" \times 3" \times \frac{7}{16}"$ , openings are closed with plates of same thickness as bulk head and fastened with  $\frac{3}{4}"$  bolts screwed into bulk head.

Three frame spaces forward of fore hatch is placed a steel companion way leading to tween deck, the opening is closed with a strong peak door and provision is made so as to have this door closed with a parropool in the same manner as the hatches.

Remains to be done: Pumping arrangement and water tight door at the funnel mouth to be fitted. Shaft funnel to be tested with water. Electric light installation to be examined under work, and bowline, hawsers and warps to be furnished.



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