

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

W1628-0215 1/2

No. 53291

TUES. 30 JUL 1907

Port of *Newcastle* Date of completion of Report *July 29th 1907* Received at London Office
Survey held at *Newcastle* Date, First Survey *27th Nov 1906* Last Survey *25th July 1907*
On the *S.S. "Tomburg"* Rig *Free*

TONNAGE under
Tonnage Deck... *4443.89*
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk. *36.73*
Do. of Poop *61.69*
Do. of Bridge House *129.73*
Do. of Forecasts *30.78*
Do. of excess of Hatchways *78.61*
Do. above Crown of
Engine Room... *4781.43*
Gross Tonnage *139.91*
Do. above Crown of
Engine Room... *78.61*
TONNAGE FOR FEES... *4562.91*
Do. Engine Room *1530.06*
Do. Navigation Spaces *84.75*
Register Tonnage *3026.71*
as cut on Beam....

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

CLASS *100A*

FEET.

Half Breadth (moulded) *26.57*
Depth from upper part of keel to top of Main Deck Beams *20.93*
Girth of Half Midship Frame (as per Rule) *44.08*
1st Number *91.88*
Length *396*
2nd Number *36384*
Proportions—Breadths to Length *7.37*
Depths to Length—Main Deck to top of Keel *18.91*
Spar " " *13.68*
Destined Voyage *Bremen*

Master *A. F. Poeten*
Year of Appointment *1889*
Built at *Kno Walker on Tyne*
When built *1907* Launched *11th June 1907*
By whom built *Sam. H. & W. R. Richardson*
Owners *Hansa Co.*
Managers
(Where necessary to be entered in Reg. Book.)
Residence *Bremen*
Port belonging to *Bremen*

If Surveyed while Building, Afloat, or in Dry Dock *Special*
25-16/4

LENGTH on Deck Feet. Inches. *396 0* BREADTH Feet. Inches. *53 9* DEPTH, top of Floors to Spar or Awning Dk. Beams Feet. Inches. *22 7 1/4* Power of Engines *17 4/4* Horse. *10* No. of Decks with flat laid *2*
as per Rule. Moulded. *53 9* Do. do. Main Deck Beams *22 7 1/4* No. of Tiers of Beams *2*
Dimensions of Ship per Register, Length *398.2* breadth *54.1* depth *25.4* Spar or Awning Dk. Moulded depth, ft. *19* ins. *10* To Main Dk. Round up of *13 1/2* ins.
Main Deck. *27-10-1/2* Spar Dk.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths per Rule Or as Approved.	Inches in Ship.	20ths per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	20ths per Rule Or as Approved.	Inches in Ship.	20ths per Rule Or as Approved.
FRAME, Angles, or L or U Bars, for 1/2 length amidships	7 3/4	11	7 3/4	11	7 3/4	KEEL, Bar or Side Plates, depth and thickness	11 x 3		11 x 3		
Do. for 1/2 at each end	the plan					STEM, moulding and thickness	11 x 7		11 x 7		
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	9 1/2	3 1/2	9 1/2	STERN-POST for Rudder do. do.	11 x 7		11 x 7		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24			" " for Propeller	10 1/2		10 1/2		
REVERSED FRAME, Angles	7 3	9 1/2	7 3	9 1/2	9 1/2	MAIN PIECE of Rudder, diameter at head	7 1/2		7 1/2		
DEEP FRAMING, depth of girder	10		10			do. at heel	7 1/2		7 1/2		
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships		8 1/2		8 1/2		RUDDER, how constructed	Cup & plate 27/10				
" in way of Engines and Boilers		8 1/2		8 1/2		Can the Rudder be unshipped afloat?	Yes				
" thickness at the ends of vessel		8 1/2		8 1/2		KEELSONS AND STRINGERS.					
" depth at 1/2 the half-bdth. as per Rule		8 1/2		8 1/2		CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" height extended at the Bilges		8 1/2		8 1/2		" Rider Plate					
FLOORS & BRACKETS, in Cell Dble Bottoms		24		24		" Bulb Plate to Intercoastal Keelson					
CENTRE GIRDER, in Double bottom, depth and thickness	43 12		43 12			" Horizontal Plates on Floors					
" Angles, Top	3 1/2	3 1/2	12 3 1/2	3 1/2	12	" Angles					
" Bottom	4 1/2	4 1/2	12 4 1/2	4 1/2	12	" Bulb or Plate above floors, for lng.					
IDE GIRDERS, number and thickness	8 7/16		8 7/16			" Intercoastal Plate, for length					
" Angles	3 1/2	3 1/2	8 3 1/2	3 1/2	8	" Attached to outside plating with Angle					
MARGIN PLATE, depth (exclusive of flange) and thickness	3 1/2	10	3 1/2	10		BILGE KEELSON, Angles					
" Angles	4 4	9 4	4 4	9		" Bulb or Plate above floors, for lng.					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	43	10 1/2	43	10 1/2		" Intercoastal Plate, for length					
" thickness in Engine and Boiler space	10 1/2		10 1/2			" Attached to outside plating with Angle					
" Remainder in Holds	8 3 1/2	11 8	8 3 1/2	11		BILGE STRINGER Angles					
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9 3 1/2	11 9	9 3 1/2	11		" Bulb Plate, for length					
" Angles on upper edge	24		24			" Intercoastal Plate, for length					
" Average space	24		24			" Attached to outside plating with Angle					
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9 3 1/2	11 9	9 3 1/2	11		(2) SIDE STRINGER Angles	6 1/2	4 1/2	12 6 1/2	4 1/2	12
" Angles on upper edge	24		24			" Bulb or Intercoastal Plate, for lng.	6	3 1/2	9 6	3 1/2	9
" Average space	24		24			" Attached to outside plating with Angle					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9 3 1/2	11 9	9 3 1/2	11		Spar, or Awning Deck (Stringer Plates), breadth and thickness	62	10 1/2	61	10	
" Angles on upper edge	24		24			" Angle on ditto	3 1/2 x 3 1/2	2 1/2	3 1/2 x 3 1/2	2 1/2	
" Average space	24		24			" Tie Plates, fore and aft, outside Hatchways					
BEAMS, Hold, or Orlop, Plate or Tee Bulb	9 3 1/2	11 9	9 3 1/2	11		" Diagonal Tie Plates, No. of prs.					
" Angles on upper edge	24		24			" Deck * Iron or Steel, for full lng.		8		8	
" Average space	24		24			" Wood Deck, Material & thickness	4 1/2	at 1/2	at 1/2	at 1/2	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	9 3 1/2	11 9	9 3 1/2	11		Main Deck Stringer Plate, breadth & thickness	61	10 1/2	61	10	
" Angles on upper edge	24		24			" Angles on ditto, No.	3 1/2 x 3 1/2	2 1/2	3 1/2 x 3 1/2	2 1/2	
" Average space	24		24			" Tie Plates, outside Hatchways					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	9 3 1/2	11 9	9 3 1/2	11		" Diagonal Tie Plates, No. of prs.					
" Angles on upper edge	24		24			" Deck * Iron or Steel, for full lng.		8		8	
" Average space	24		24			" Wood Deck, Material & thickness	4 1/2	at 1/2	at 1/2	at 1/2	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	9 3 1/2	11 9	9 3 1/2	11		Lower Deck Stringer Plates, breadth & thickness					
" Angles on upper edge	24		24			" Angles on ditto, No.					
" Average space	24		24			" Tie Plates, outside Hatchways					
PILLARS, In tween Deck, size and spacing						" Deck * Material and thickness					
" Hold						Hold, or Orlop Stringer Plate, breadth & thickness					
" Quarter, tween Dks., "						" Angles on ditto, No.					
" in Hold						" Tie Plates, outside Hatchways					
WEB FRAMES, In Fore Body, No. and spacing						" Deck, Material and thickness					
" No. of Side Stringers						Poop Deck Stringer Plate, breadth & thickness					
WEB FRAMES, In E. & B. Space, No. & spacing						" Angles on ditto					
" breadth & thickness						" Tie Plates					
WEB FRAMES, In After Body, No. and spacing						" Deck, Material and thickness					
" breadth & thickness						Bridge Deck Stringer Plate, breadth & thickness					
" No. of Side Stringers						" Angle on ditto					
" Size of Angles or Tee Bars to Web Frames						" Tie Plates					
BRACKET PLATES to Stringers between Web Frames, depth and thickness						" Deck, Material and thickness					
						Forecastle Deck Stringer Plate, breadth & thickness					
						" Angle on ditto					
						" Tie Plates					
						" Deck, Material and thickness					

PLATING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.			
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		EDGES.		BUTTS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Rivets.	Double or Treble and for what Length.	Rivets.	IF LAPPED.
FLAT PLATE KEEL (If Bar Keel, state Riveting)	36	22	15	14	36	22	36	22	6 1/4	1 1/8	4	Quad. 3/8 x 1 1/8	4	16
GARBOARD OF A STRAKE	60	14	13	13	60	14	60	14	5 1/2	1	4	" 1/2 x 1 1/8	1 1/2	14
State actual thickness in way of Double Bottom.														
B "	11	9	9	9	11	9	11	9	"	"	"	" 7/8 x 3/4	3 1/2	12
C "	12	10	10	10	12	10	12	10	"	"	"	" 7/8 x 3/4	3 1/2	12
D "	11	9	9	9	11	9	11	9	"	"	"	" 7/8 x 3/4	3 1/2	12
E "	13	11	10	10	13	11	13	11	"	"	"	" 7/8 x 3/4	3 1/2	12
F "	12	10	10	10	12	10	12	10	"	"	"	" 7/8 x 3/4	3 1/2	12
G "	13	10	10	10	13	10	13	10	"	"	"	" 7/8 x 3/4	3 1/2	12
H "	13	10	10	10	13	10	13	10	"	"	"	" 7/8 x 3/4	3 1/2	12
J "	12	9	9	9	12	9	12	9	"	"	"	" 7/8 x 3/4	3 1/2	12
K "	13	10	10	10	13	10	13	10	"	"	"	" 7/8 x 3/4	3 1/2	12
L "	13	9	9	9	13	9	13	9	"	"	"	" 7/8 x 3/4	3 1/2	12
M "	* 44	14	11	11	44	14	44	14	6	1	4	Quad. 3/8 x 1 1/8	4	+ 9
N "														+ 14
O "	* increased to 19-16 in way of wells.													
P "														
Q "														
DOUBLING OF Flat Plate Keel	Keel plate & Garboard strake plating increased in line of front lap.													
Length and thickness of Bilges	18 } as per plans.													
Length and thickness of Sheerstrakes	16 }													
Length and thickness of Strake below														
POOP SIDES					8	8								
BRIDGE SIDES	14					14								
FORECASTLE SIDES		8				8								

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, Plating, &c.?

Reinforced Masonry process.
South Duxbury & Co., Corbett Iron Co.
Steel Company of Scotland, John Spencer
& Sons, & Calverley & Sons.
Dowlais - Cardiff works.

Spar or Awning (Butts, double riveted for $\frac{1}{2}$ length amidship.
Stringer Plate (Straps, single, double or overlapped for full length amidship.
Main Stringer (Butts, treble riveted for full length amidship.
Plate (Straps, single, double or overlapped for full length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
Inner Bottom Plating, riveting of Edges. *Butt. Riv. Butts*
Centre Girder Butts, *Butts* riveted **Keelson Butts**, riveted.
Frames, riveted through Plates with $1\frac{1}{4}$ in. Rivets, about 7" x 6" apart.
Rivets, state whether Iron or Steel.

FRAMES extend in one length from *Centre Girder to Main Deck* thence to *Gunwale*.
REVERSED FRAMES on floors and frames extend from *Centre Girder to Main Deck* thence to *Main Deck*.

MASTS, SPARS, &c.

LOWER MASTS.	Material.	Total Length.	DIAMETER AND THICKNESS.		No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.		Number.	Size.	Seams.	Butts.
Fore	Steel	77	27 x 3/8	26 x 3/8	20 x 3/8	2		Single	Double & Butts.
Main	"	75.5	25 x 3/8	24 x 3/8	19 x 3/8	2		"	"
Mizen	"								
Bowsprit									
Topmasts, Yards and Remainder of Spars	<i>Butt of mainmast & spar</i>								
Rigging, Material and Size, Shrouds	<i>4 1/2" Galv. 11. wire</i>								
Sails	<i>Good</i>								
	<i>Suits of one.</i>								
	<i>Sails, and the following spare sails</i>								

EQUIPMENT No. 45728 LETTER Y.

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE.		WEIGHT REQ. BY RULE		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	Cwts.	qrs.	Tons.	cwts.	Cwts.	qrs.			
9680	1st Bower	57	2	57	2	46	18	57	0	<i>Byers Stockless</i>	<i>W. L. Byers</i>	<i>Sunderland, N. York, 31/5/07</i>
9679	2nd "	57	1	57	1	46	15	57	0			
9660	3rd "	56	2	56	2	46	6	57	0			
	Collective weight	171	1	171	1			171	0			<i>29/5/07</i>
6656	Stream	16	2	16	2	17	16	16	1	<i>F. S. Common</i>		<i>Cardiff, 4. 11. 23/5/07</i>
6657	Kedge	7	2	7	2	9	14	7	0			
	2nd Kedge											

Each attachment consists of a 2 ft. piece with joining shackle at each end & swivel piece, also a shackle & an open link permanently attached to the anchor.

CHAIN CABLES.

HAWERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	WEIGHT OF CHAIN CABLE		Test per Certificate.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.
			Supplied.	Per Rule.									
7054	264	2 1/2	863	63	21/4	645.3	270 fath. <i>Black Link</i>	<i>Cardiff 5th Dec 22/5/07</i>	<i>TOWLINE</i>	120	4 1/2	52.5	1200 4 1/2
* 40780			863	63	25.000	270 fath.	<i>Black Link</i>	<i>Cardiff 5th Dec 22/5/07</i>	<i>HAWSER</i>	101	3	35.5	1200 3
7156-4	4	5 1/2	863	63	25.000	270 fath.	<i>Black Link</i>	<i>Cardiff 5th Dec 22/5/07</i>	<i>WARP</i>	101	3	35.5	1200 3
Iron Stream Chain and Steel Wire	101	4 1/4	52.5	7	90 fath.	44 1/2	<i>Black Link</i>	<i>Cardiff 5th Dec 22/5/07</i>		2	45	8 1/2	100 7

Boats *Four boats & Good.*
Pumps, Number *One Doulton & one hand pump.* Diameter of Barrel and Tail Pipe *6" x 3" & 3" x 1 1/2"*
Windlass is *Clark & Chapman, 1st class* Capstan *"*
Engine Room Skylights—How constructed? *Steel plate and a glass.*
**What arrangements for deadlights in bad weather? *Glass Bull's eyes.*
Coal Bunker Openings—How constructed? *Steel Coaming.* How are lids secured *Patent Hasp and Lock.* Height above deck? *30"*
Number of Scuppers, and number and dimensions of **Freeing Ports**, &c. *open rails in wells.*
Ceiling in Holds, thickness and material *2 1/2" wood.* Ceiling 'tween Decks, thickness and material *2 1/2" wood.*
Cargo Hatchways—How formed? *Steel plate & angle.* Hatches, If strong and efficient? *Yes.*
State size No. 1 Hatch (Forward) *18 x 14* No. 2 Hatch *28 x 16* No. 3 Hatch *20 x 12* No. 4 Hatch *30 x 12*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *2 web. to No. 1; 3 web. to No. 2; 1 web. to No. 3 & 4; and 3*
Bulwarks, height above deck and description *plate 3/4" x 4 1/2" & open rails.* Main Rail, material and size *5 x 2 1/2" x 7/16" & 1 1/2" x 7/16" & 1 1/2" x 7/16"*
The above is a correct description. *J. C. Smith & Co.* Surveyor's Signature *J. C. Smith & Co.*
Builder's Signature (here only.) *J. C. Smith & Co.* Surveyor to Lloyd's Register of British & Foreign Shipping.**

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

M. 15/11/06, 10/11/12/06, 2/1/07. E. 29/12/06

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 & 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 facing surfaces? *Yes.*

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

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the approved plans, the Secretary's letters, and otherwise in general conformity with the rules. The materials & workmanship are good. Approved plans (3 in 7.0) 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 *48* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *116* ft., F'castle *48* 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) *1 St. (522) & Spar St. (522) & deep framing.*

Official No. *✓*; Signal Letters *✓*

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 *Yes.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft.	Feet.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, forward.	128	359	After peak tank,		65
Double bottom, under Engines and Boilers.	180	633	Midship deep tank,		45
Double bottom, if under Engines only.	22	90	Other tanks, if fitted,		
Double bottom, if under Boilers only.			(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. <i>1907</i>	DATES OF SURVEYS held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1906 Nov. 27, 29, 30, Dec. 4, 5, 7, 11, 12, 17, 18, 19, 29, 31, 24, 1907 Jan. 14, 29, 14, 16.</i>
Date <i>20.10.06</i>		2nd. On the plating during the process of riveting	<i>16.12.06, 23.05.07, 29.7.06, 6.1.07, 13.1.07, 15.05.06, 16.11.06, 13.1.07, 15.1.07, 21.02.06, 27.02.07.</i>
Order for Ordinary Survey No.	No. <i>7/18</i> in builder's yard.	3rd. When the beams were in and fastened,	<i>29.10.11, 15.11.23, 25.06, 11.05.06, 6.7.9, 10.12.14, 15.1.18, 22.03.07, 21.09.07, 31.1.07, 2.5.10.</i>
Date <i>7/18</i>		4th. When the ship was complete, and before the plating was finally coated or cemented	<i>12.17.07, 21.1.07, 1.2.11, 24.05.08.</i>
No. <i>7/18</i>		5th. After the ship was launched and equipped	

Total No. of Visits *84.*

The amount of Entry Fee *5* : : : *26 July 1907*
 Special Survey Fee *139* : : : *Received by me, 27 July 1907*
 Travelling Expenses, if any *0* : : : *18/10/07*

Certificate to be sent to *Harwich - on - Tyne.*

I am of opinion this Vessel should be Classed *100 A. 1. Spar deck.*

J. C. Smith & Co.
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

TUES. JUL 30 1907

100 A. 1. (S)

Spar dk

Closest a top 1/11 + time 7.07

Write here



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W1628-02153/2