

1 or 2 Dks., R. Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

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

No. 1904

MUN. 28 MAR 1904

Received at London Office,

Date of completion of Report *24th March 1904*

Port of *Copenhagen*

Date, First Survey *7th July 1903*

Last Survey *27th February 1904*

Rig *Fore and After Schooner (2 Pole Mast)*

Survey held at
On the *Steel Steamer "Björn" (Gard N° 44) N° 57 in Spant*

ONE OR TWO DECKED VESSEL.

Master *C. Knut*

CLASS *100 A 1*

Year of appointment
(1) As master in service of owner of present vessel: 1903
(2) As master of this vessel: 1903

TONNAGE under } *1028.47*
Tonnage Deck... }
Do. of Poop *6.70*
Do. of Raised Qr. }
Dk. or Break... }
Do. of Bridge House }
Do. of Forecastle *33.71*
Do. of Houses on Deck *62.02*
Do. of excess of Hatchways *31.50*
Do. above Crown of }
Engine Room... }
Gross Tonnage *1162.90*
Less Crew Space *61.65*
Less above Crown of }
Engine Room... }
TONNAGE FOR FEES... *1101.25*
Less Engine Room *372.13*
Less Navigation Spaces *25.13*

Half Breadth (moulded) *17.00*
Depth from upper part of Keel to top of Main Deck Bms. (with the normal round up of beam) *19.56*
Girth of Half Midship Frame (as per Rule) *33.40*
1st Number *69.96*
Length on deck from after part of stem to fore part of stern post *232.00*
2nd Number *16230*
Proportions—Breadths to Length *6.83*
Depths to Length—Main Deck to top of Keel *11.87*

Built at *Copenhagen*
When built *1904* Launched *16th Decr. 1903*
By whom built *Aktieselskabet "Høbenhavn's Flydedok", København*
Owners *Aktieselskabet "Dampskibsselskabet Viking"*
Managers *A. O. Andersen & Co.*
(Where necessary to be entered in Reg. Book.)
Residence *Copenhagen*
Port belonging to *Copenhagen*

Register Tonnage as cut on Beam... *703.99*

Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock *While building*

LENGTH on Deck as per Rule *292* Feet. *292* Inches.
BREADTH—Moulded *34* Feet. *34* Inches.
DEPTH, ACTUAL—Top of Tank to top of Main Deck Beams *16* Feet. *7 1/2* Inches.
No. of Decks with Flat laid *one*
No. of Tiers of Beams *one*
Dimensions of Ship per Register, Length, *232.7* breadth, *34.4* depth, *16.4* Moulded Depth, *18* ft. *10* ins. Round of Beam, Actual *8 1/2* ins.

FRAMING.						FORGINGS AND CASTINGS.					
FRAME, Angles, <i>7</i> Bars, for $\frac{1}{2}$ length amidships (also call. and aftermost Bts.)						KEEL, Bar or Side Plates depth and thickness <i>Flat Plate, Steel</i>					
Do. $\frac{1}{2}$ at each end	<i>4 1/2</i>	<i>3</i>	<i>6</i>	<i>4 1/2</i>	<i>3</i>	STEM, moulding and thickness <i>Steel Forging</i>	<i>8 x 2 3/8 to 8 x 1 3/4</i>	<i>8 x 2 3/8 to 8 x 1 3/4</i>	<i>8 x 2 3/8 to 8 x 1 3/4</i>	<i>8 x 2 3/8 to 8 x 1 3/4</i>	<i>8 x 2 3/8 to 8 x 1 3/4</i>
Do. in way of Double Bottoms at Solid Floors.	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	STERN-POST for Rudder do. do. <i>Cast. Steel</i>	<i>9 x 5 1/2</i>	<i>9 x 5 1/2</i>	<i>9 x 5 1/2</i>	<i>9 x 5 1/2</i>	<i>9 x 5 1/2</i>
Spacing of Frames from centre to centre	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	for Propeller	<i>9 x 5 1/2</i>	<i>9 x 5 1/2</i>	<i>9 x 5 1/2</i>	<i>9 x 5 1/2</i>	<i>9 x 5 1/2</i>
REVERSED FRAME, Angles <i>7</i> (also call. after B.H.)	<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	MAIN PIECE of Rudder, diameter at head	<i>5 3/4</i>	<i>5 3/4</i>	<i>5 3/4</i>	<i>5 3/4</i>	<i>5 3/4</i>
DEEP FRAMING, depth of girder	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	<i>7</i>	do. at heel	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	RUDDER, how constructed <i>Cast. Steel, single plate 15" thick, 4" thick, 4" thick, 4" thick</i>	<i>15" thick, 4" thick, 4" thick, 4" thick</i>	<i>15" thick, 4" thick, 4" thick, 4" thick</i>	<i>15" thick, 4" thick, 4" thick, 4" thick</i>	<i>15" thick, 4" thick, 4" thick, 4" thick</i>	<i>15" thick, 4" thick, 4" thick, 4" thick</i>
in way of Engines and Boilers	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Can the Rudder be unshipped afloat? <i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
thickness at the ends of vessel	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	KEELSONS AND STRINGERS.					
depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
height extended at the Bilges	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Rider Plate	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Bulb Plate to Intercoastal Keelson	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
state if flanged (top & bottom)	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Horizontal Plates on Floors	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Spacing	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	Angles	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
CENTRE GIRDER, in Double Bottom, depth and thickness	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	SIDE KEELSON, Angles	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Angles, Top	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Bulb or Plate above floors for	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Bottom	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Intercoastal Plate for	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
SIDE GIRDERS, number on each side & thickness	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Attached to outside plating with Angle	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
state if flanged (top & bottom)	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	BILGE KEELSON, Angles	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Angles	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Bulb or Plate above floors for	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Intercoastal Plate for	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Angles to Outside Plating	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Attached to outside plating with Angle	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Floors	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	BILGE STRINGER Angles	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Height of Floors at the Bilges	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Bulb Plate for	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Intercoastal Plate for	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
thickness in Engine and Boiler space	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Attached to outside plating with Angle	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Remainder in Holds	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	SIDE STRINGER Angles	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Bulb or Intercoastal Plate for whole lng.	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Angles on Upper Edge	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Attached to outside plating with Angle	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Angle on ditto	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Angles on Upper Edge	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Tie Plates, outside Hatchways	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Diagonal Tie Plates on Bms., No. of Pairs	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
BEAMS, Hold, Plate or Tee Bulb	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Main Dk* Iron or Steel for whole lng.	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Angles on Upper Edge	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	R. Q. Dk* Iron or Steel for lng.	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Wood Deck, Material & thickness	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Lower Deck Stringer Plate, breadth and thickness	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Angles on Upper Edge	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Angles on ditto, No.	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Tie Plates, outside Hatchways	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Deck* Material and thickness	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Angles on Upper Edge	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Hold Stringer Plate	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Angles on ditto, No.	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Poop Deck Stringer Plate, breadth & thickness	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Angles on Upper Edge	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Angle on ditto	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Tie Plates	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
PILLARS, In <i>Forecastle</i> Decks, Size and Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Deck, Material and thickness	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Hold	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Quarter, 'tween Dks.,	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Angle on ditto	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
in Hold	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Tie Plates	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
WEB FRAMES, In Fore Body, No. and Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Deck, Material and thickness	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
No. of Side Stringers	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Forecastle Deck Stringer Plate, brdth & thcknss	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
WEB FRAMES, In E. & B. Space, No. & Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Angle on ditto	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Brdth. & Thickness	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Tie Plates	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
WEB FRAMES, In After Body, No. and Spacing	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Deck, Material and thickness	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Brdth. & Thickness	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Are the outside Plates doubled two spaces of Frames in length?	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
No. of Side Stringers	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>	Are the Sluice Valves and Watertight Doors in efficient working order?	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>	<i>10-8</i>
Size of Angles or Tee Bars to Web Frames	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	<i>35</i>	<i>7</i>	<i>35</i>	<i>7</i>	<i>7</i>						

PLATING. RIVETING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. ...

Correspondence. State dates and initials of letters respecting this case. Workmanship. Are the butts of plating planed or otherwise fitted? ...