

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office

State if Report is also sent on the Machinery of the Vessel. See *Helix* dated 20/4-23.

Date of completion of report *1/4/1923*
Survey held at *Fevig and Langisund*
On the *twin screw motor vessel "HEIREN"*

Port of *Christiania*
Date, First Survey *8/10-1919*

Last Survey *27/3* 1923
Rig *2 mast*

No. *2537*

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. *1208*
Total under Upper Dk. *1388.6*
Do. of Poop
Do. of R.Q.Dk.
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Dk.
Do. of excess of Hatchways
Do. above Crown of Engine Room
Less Crew Space
Less above Crown of Engine Room
FOR FEES...
gine Room
avigation Spaces

CLASS *100 A.1.*

FEET.

Master *John Alsos*

Year of appointment (1) As Master in service of owner of present vessel: 191 (2) As Master of this vessel: 191

Breadth (greatest moulded) *37.5*
Depth, at middle of length from top of keel to top of upper deck beams at side *22.0*
Transverse Number *59.5*
Length on deck from fore part of stem to after part of stern post *225*
Longitudinal Number *13387.5*
Depth "d," at middle of length (See Secs. 2 & 13) *12.33*
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *10.2*
" " Long Bridge Deck Beam at side to top of keel

Built at *Fevig*
When built *3.23* Launched *4th Nov. 1922*
By whom built *Randolph & S. Skibsggeri*
Owners *As. Cygnus*
Managers *H. Billeaud*
Residence *Christiania*
Port belonging to *Christiania*

Destined Voyage *N. K.*

If Surveyed while Building, Afloat, or in Dry Dock while building.

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
37	6	Moulded	20	8 1/2	Top of Floors to top of Upper Dk. Beams	20	8 1/2	2
225	0	Do.	13	2 1/2	do. Second Dk. Beams	13	2 1/2	No. of Tiers of Beams

Moulded depth, ft. *14* ins. *6* To Bridge Dk. Round of Upper *9 1/2* ins.
Moulded depth, ft. *22* ins. *0* To Upper Dk. Dk. Beam, Actual

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Bars amidships	7	3	38	6 1/2	3	42	PILLARS, In 'tween Deck, size and spacing	25/8	47	25/8	47		
in peaks	7	3	38	6 1/2	3	42	" " Hold	4	47	4	47		
in way of Double Bottoms at Solid Floors							" " Quarter 'tween Dks.,						
" " at intermdt. Bkts.							in Hold at sides of hatchways	5					
g of Frames from centre to centre amidships							at sides of hatchways 3						
" " length to Collision bulkhead							KEELSONS & STRINGERS.						
" " in peaks							CENTRE LINE KEELSON, Vertical Plate above	42	42	41	42		
RSSED FRAME, Angles... on floors	4	3	36	4	3	36	decks, Through Plate, or Intercostal Plate						
in way of Double Bottoms at Solid Floors							" Rider Plate						
" " at intermdt. Bkts.							" Flat Plate Keel Angles	12	42	12	42		
ING, depth of girder	25	42	25	42			" Horizontal Plates on Floors	8	3	40	7 1/2	3	42
RS, depth and thickness of Floor Plate							" Angles or Bulb Angles	5	3 1/2	40	5	3 1/2	40
at mid-line for 1/2 length amidships							" " " "						
in way of Engine and Boiler Spaces							" Plate above floors, for length						
thickness at the ends of vessel							" Intercostal Plate, for 1/4 length	3	3	38	3	3	38
depth at 1/2 the half breadth, as per Rule							" Attached to outside Plating with Angle	5	3 1/2	40	5	3 1/2	40
height extended at the Bilges							BILGE KEELSON, Angles						
RS & BRACKETS in Cell Dble Bottoms							" Intercostal Plate for 1/4 length						
" state if flanged (top & bottom)							" Attached to outside Plating with Angle						
" Spacing							SIDE STRINGERS, Number	5	3 1/2	40	5	3 1/2	40
RE GIRDER, in Dbl. bottom, dpth. & thickness							" " Angle						
" Angles, Top							" Intercostal Plate, for 1/4 length	3	3	38	3	3	38
" " Bottom							" Attached to outside plating with Angle						
" " to Floors							Upper Deck Stringer Plate, br'dth & thickness	36	46	36	46		
GIRDERS, number on each side & thickness							" " " " br'dth & thickness						
" state if flanged (top and bottom)							" " " " (in way of Bridge)	4	4	48	4	4	48
" Angles (top and bottom)							" " Angle (clear of Bridge)						
" " to Floors							" Tie Plate at sides of Hatchways						
IN PLATE, depth (exclusive of flange)							" Deck * Iron or Steel, for 1/4 lng.						
" and thickness							" Thickness (clear of Bridge)						
" Angles to Outside Plating							" " (in way of Bridge)						
" " Floors							" Wood Deck, Material & thickness						
" Height of Brackets above at bilge							Second Deck Stringer Plate, br'dth & thickness	42	38	42	38		
BOTTOM PLATING, breadth and							" Angles on ditto, No.	3 1/2	3 1/2	38	3 1/2	38	
thickness of Middle Line Strake							" Tie Plates outside Hatchways						
" " in Engine and Boiler space							" Deck * Iron or Steel, for lng.						
" " Remainder in Holds							" Wood Deck, Material & thickness						
Upper Deck, Single Angle, Bulb	8	3	40	8	3	40	Third Deck Stringer Plate, br'dth & thickness						
Angle, Plate, Tee Bulb, or Channel							" Angles on ditto, No.						
Angles on upper edge							" Tie Plates, outside Hatchways						
In way of Long Bridge							" Deck * Material and thickness						
Spacing							Fourth and Fifth Deck Stringer Plate, breadth & thickness						
Second Deck, Single Angle, Bulb	12	3 1/2	50	10	3 1/2	34	" Angles on ditto, No.						
Angle, Plate, Tee Bulb, or Channel							" Tie Plates outside Hatchways						
Angles on upper edge							" Deck, Material & thickness						
Spacing							Poop Deck Stringer Plate, breadth & thickness						
Third and Fourth Deck, Single Angle, Bulb	8	3	40	8	3	40	" Angle on ditto	3	3	30	3	3	30
Bulb Angle, Plate, Tee Bulb, or Channel							" Tie Plates						
Angles on upper edge							" Deck, Material and thickness						
Spacing							Bridge Deck Stringer Plate, br'dth & thickness						
Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	48	8	3	30	" Angle on ditto						
Angles on upper edge							" Tie Plates						
Spacing							" Deck, Material and thickness						
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							Forecastle Deck Stringer Plate, br'dth & thickness						
Angles on upper edge							" Angle on ditto	23	30	23	30		
Spacing							" Tie Plates						
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	9	3 1/2	48	8	3	30	" Deck, Material and thickness						
Angles on upper edge													
Spacing													

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

[illegible]

EQUIPMENT No. 14279		LETTER <u>14</u>		ANCHORS.		TONNAGE U. D. K. OR PLATING No. FOR TRAWLERS	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.	
		Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Tons. cwt. qrs. lbs.	Tons. cwt. qrs. lbs.
2210	1st Bower	1613 Kg. 31	417 Kg.	29 10 3 0	32	29 10 3 0	32
2215	2nd "	1516 29 15 413		28 10 28 14	28 3/4	28 10 28 14	28 3/4
2216	3rd "	1452 28 55 386		27 11 3 14	30 1/2	27 11 3 14	30 1/2
	4th "						
	Collective weight	4581 Kg. 20 10 0			91 1/4		91 1/4
2212	Stream	564 Kg. 11 10 184 Kg.		13 0 8 0	10 1/2	13 0 8 0	10 1/2
2215	Kedge	282 9 55 76		7 10 1 21	5 1/4	7 10 1 21	5 1/4

106.75 CHAIN CABLES.		107 cwt.		HAWSERS AND WARPS.	
Number of Certificate.	Length and size supplied.	Test per Certificate.		WEIGHT OF CHAIN CABLE.	
		Length. Diam.	Supplied. Per Rule.	Length. Diam.	Supplied. Per Rule.
28807	240 13/16	59.22 82.15	408.3 14 295	270 13/16	408.3 14 295
	Iron Stream Chain or Steel Wire	75 3 3/4	breaking str. 29 1/2	75 3 3/4	breaking str. 29 1/2

Boats 2 lifeboats, 1 pump
Pumps, Number 1 downer pump, 1 hand pump to forepeak
Windlass is steam 9 1/2 x 10
Engine Room Skylights. How constructed? steel, hinges steel flaps
Coal Bunker Openings. How constructed? steel, hinges steel flaps
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 scuppers each side, 4 freeing ports each side 9 1/2 x 23 1/4
Ceiling in Holds, thickness and material pine 2 1/2
Cargo Hatchways. How formed? steel coaming
State size No. 1 Hatch (Forward) 19' 6" x 12' 0" No. 2 Hatch 23' 6" x 12' 0" No. 3 Hatch 19' 6" x 12' 0" No. 4 Hatch
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 3 webplates each hatch
Bulwarks, height above deck and description 5' 6" 1' 11" 8' 3" 3' 3" 4'
The foregoing is a correct description.
Builder's Signature (here only) *Handwritten signature*
Surveyor's Signature *Per Björn Roli*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)
28/1, 20/10/1919, 30/8, 2/10, 7/10, 8/10, 1920, 4/1, 13/1, 18/1, 24/1, 21/2, 1/3, 2/3, 8/3, 15/4, 24/4, 10/10, 20/10, 1921, 7/9, 25/9, 22/11, 1922, 5/12, 5/3, 9/3, 20/3, 1923.

Workmanship. Are the butts of plating planed or otherwise fitted? overlapped and bevels removed
Is the riveted work properly closed? yes
Are the liners between the frames and plates solid single pieces? yes
to plate, &c., conform well to each other? yes
from the faying 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? yes
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes
State results of tests good
General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the approved plans and the Secretary's letter regarding the plan. The workmanship and material throughout are of the best description and the steel material used in the construction of the vessel has been manufactured at approved works and tested by the Swedish Surveyors in accordance with the Rules. The stern post, rudder arms and propeller brackets are of cast steel, manufactured at approved works (Ålsterbäck & Höfström, Gullspång) and have been tested as per Rule and found good. The deep tank and after peak tank have been tested by water pressure to a height of 4 feet above main deck and poop deck respectively and found tight. The portable oil tank tested as per Rule and found tight. The decks, collision bulkhead and front engine bulkhead have been tested with water from a hose and found tight. Deck pump (downer pump) and deck pump to forepeak have been tested and found to work satisfactorily. The steam windlass, steam and hand steering gear have been tried and found to

The amount of Entry Fee 65.00
Special Survey Fee.... 1784.99
Travelling Expenses, if any 865.00
State whether the Vessel has been built under Special Survey yes
I am of opinion this Vessel should be Classed 100A1
With, or without Freeboard, as condition of Class
Fees applied for, 5/4, 1923.
Received by me, *Handwritten signature*
Certificate to be sent to this office Date of issue 26/5/23
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned + 100A1
note Blkhed
Write up
Arch, + Lmb. 3.23
Oil Engines
DB 100A1
Jm

