

STEEL STEAMER or MOTORSHIP.

Received at London Office

12 NOV 1930

State if Report has been sent on the Freeboard of the Vessel **YES**State if Report is sent on the Machinery of the Vessel **YES**Date of completion of report **4th November 1930**Port of **BREMEN**No. **1306**Survey held at **VEGESACK**Date First Survey **15.11.1929**Last Survey **29.10.**

1930.

On the (Machinery fitted Aft and Twin Screw) **MOTOR VESSEL "HEINRICH V. RIEDEMANN"**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **LONGITUDINAL FRAMING, BRACKETTLES SYSTEM** State Type of Erections **FORECASTLE & BRIDGE**TONNAGE under Tonnage Deck... **11569.78 T.**CLASS ***100A1**State if with freeboard as condition of Class **YES**Built at **VEGESACK**

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 519.88**Breadth (greatest moulded) **B 69.98**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 38.73**1st Longitudinal Number (L x D) **= 1871.88**2nd Numeral L x (B + D) **= 5253.64**

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.42**

Do. Long Bridge to top of keel

Draught Moulded **28.76**Launched **6.9.30** Yard No. **694**Builders **BREMER VULKAN**Owners **BALTISCH-AMERIKANISCHE PETROLEUM IMPORT G.M.B.H.**

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

Residence **LIANZIG**Port of Registry **"**

If surveyed while building, afloat, or in dry dock

YES, DURING CONSTRUCTION.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	SEE LONGIT.		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	LONGITUDINAL		" " Reversed Frame		
" " in peaks 6.10	FRAMING		" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness	AFT 1750x16.5	
Frame Amidships, Angle, [or]			" " top Angles	90x90x15.0	
" " Extends up to	SEE		" " bottom Angles	100x100x14.5	
Reversed Frame Amidships, Angle	LONGITUDINAL		Side Girders, No. each side and thickness	3 11.5-13.5	
" " Extends up to	FRAMING		Margin Plate depth (excl. of flange) and thickness	AFT 270/405/16	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Third " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem		
Framing in Peaks, Angle or [250x90x11		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 5/8		INNER BOTTOM PLATING.		
State if Frame Joggled	NOT		Breadth and thickness of Middle Line Strakes	270x16.5	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	150x150x13 95 90 2 FLANGE 1040 300x90x14	sa plans	Thickness of remainder in HULL ENG. ROOM	16.5	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	AMIDSHIPS THICKNESS OF SHELL. SPACE OF LONGITUDINALS REDUCED. DOUBLE RIVETING WITH SHELL. BACK BARS FITTED ON LONGITUDINALS AND TRANSVERSES.		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. B. space and framing in Bulkhead and Bottom Room? YES		
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	230x90x11	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]	SEE LONGIT.	
Middle Line Keelson, on Floors, Angles, [or]	SEE		Spacing	6.10	
" " Through Plate or Intercostal Plate	CENTRE LINE		Second Deck, amidships, Angle, [or]	230x90x11	
" " Foundation Plate on Floors	BULKHEAD		Spacing	6.10	
" " Flat Plate Keel Angles	100x100x16		TWEEN AFT Third Deck, amidships, Angle, [or]	SEE LONGIT.	
Side Keelsons, No. each side			Spacing	FRAMING	
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM. ONLY AFT.			POOP DECK, Angle, [or]	200x75x9	
Solid Floors, thickness and spacing	11.5-12.5 7.60		Spacing	7.60	
" " Are Frame and Reversed Frame joggled? YES			Bridge Deck, Angle, [or]	SEE LONGIT.	
Bracket Floors, breadth and thickness at middle line			Spacing	FRAMING	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [or]	250x90x11.5	
			Spacing	6.10	

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows..... <i>1, 2, 3.</i> <i>BUILT UP ANGLES.</i>					
" in 'tween Decks, Size and Spacing.....	<i>5' 100x75x19.5</i>				
" " " " " "	<i>5' " " " 90x12</i>				
" " " " " "	<i>5' 100x75x10.5</i>				
" " " " " "	<i>5' 130x90x11</i>				
" in Holds " " "	<i>5' 250x90x11</i>				
" " " " " "	<i>5' " " " 11.5</i>				
" " " " " "	<i>5' 280x90x12</i>				
Centre Line Bulkhead.					
Stiffeners and Spacing..... <i>800-850</i>	<i>5' 280x90x13</i>				
	<i>5' 300x90x13</i>				
Plating, thickness of..... <i>14.25, 10.75, 10.00, 10.75, 11.25, 12.25, 13.75.</i>	<i>5' " " "</i>				
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells.....	<i>1850x21.5</i>				
" " " " in way of Bridge.....	<i>1850x26.5</i>				
" Angle in Wells..... <i>200x200x19 - 150x150x15</i>					
Thickness of Plating abreast Deck openings).....	<i>17.75</i>	<i>21.5 } ac</i>			
in way of Wells.....		<i>21.5 } both</i>			
Thickness of Plating abreast Deck openings).....	<i>21.5</i>				
in way of Bridge.....					
Thickness of Plating within line of openings.....	<i>17.75</i>				
If Sheathed, material and thickness.....	<i>✓</i>				
Second Deck.					
Stringer Plate, breadth and thickness in Wells.....	<i>1900x12.25</i>				
Stringer Plate, breadth and thickness in way of Bridge.....					
Thickness of Plating abreast Deck openings).....	<i>12.25</i>				
in way of Wells.....					
Thickness of Plating abreast Deck openings).....	<i>12.25</i>				
in way of Bridge.....					
Thickness of Plating within line of openings.....	<i>12.25</i>				
If Sheathed, material and thickness.....	<i>✓</i>				
Third Deck.					
Stringer Plate, breadth and thickness.....	<i>1680</i>				
	<i>2190x11.75</i>				
If Plated, state thickness.....	<i>8.5</i>				
Fourth Deck.					
Stringer Plate, breadth and thickness.....	<i>✓</i>				
If Plated, state thickness.....	<i>✓</i>				
Poop Deck. HOUSE.					
Stringer Plate, breadth and thickness.....	<i>1200x10</i>				
Plating, Sheathing, material and thickness.....	<i>8, OREGON 652.</i>				
Bridge Deck.					
Stringer Plate, breadth and thickness.....	<i>1550x11.5</i>				
Plating, Sheathing, material and thickness.....	<i>9.5, OREGON 652.</i>				
Forecastle Deck.					
Stringer Plate, breadth and thickness.....	<i>940x10</i>				
Plating, Sheathing, material and thickness.....	<i>9.5, UNDER WINDLASS 12.5, 25.2 PITCH.</i>				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? NOT			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.		
FLAT PLATE KEEL	<i>1425</i>	<i>89</i>	<i>82</i>	<i>82</i>		<i>DOUBLE</i>	<i>25</i>	<i>100</i>	<i>3</i>	<i>4 AT ENDS</i>	<i>28</i>	<i>112</i>	<i>STRAPPED</i> <i>LAPPED</i>
„ DBLG. (if any)	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>A</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>5</i>	<i>4 AT ENDS</i>	<i>28</i>	<i>100</i>	<i>STRAPPED</i> <i>LAPPED</i>
BOTTOM PLATING, No. of Strakes <i>ABCD</i>	<i>A 2105</i>	<i>18.5</i>	<i>18.5</i>	<i>17</i>	<i>B</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>LONG OVERL. AMIDSHIPS</i>	<i>4 AT ENDS</i>	<i>28</i>	<i>88</i>	<i>LAPPED</i>
	<i>B 1925</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>C</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>5</i>	<i>4 AT ENDS</i>	<i>28</i>	<i>100</i>	<i>"</i>
	<i>C 2140</i>	<i>"</i>	<i>"</i>	<i>18</i>	<i>D</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>5</i>	<i>4 AT ENDS</i>	<i>"</i>	<i>77</i>	<i>"</i>
	<i>D 1850</i>	<i>"</i>	<i>15</i>	<i>"</i>	<i>E</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>LONG OVERL. AMIDSHIPS</i>	<i>3 AT ENDS</i>	<i>28</i>	<i>77</i>	<i>LAPPED</i>
BILGE PLATING, No. of Strakes <i>E.F.</i>	<i>E 1865</i>	<i>"</i>	<i>16</i>	<i>"</i>	<i>F</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3 AT ENDS</i>	<i>28</i>	<i>77</i>	<i>100</i>	<i>"</i>
	<i>F 2045</i>	<i>"</i>	<i>17.5</i>	<i>17.5</i>	<i>G</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>5</i>	<i>4 AT ENDS</i>	<i>"</i>	<i>77</i>	<i>"</i>
	<i>G 1905</i>	<i>17.5</i>	<i>15.25</i>	<i>17</i>	<i>H</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3 AT ENDS</i>	<i>"</i>	<i>"</i>	<i>77</i>	<i>STRAPPED</i> <i>LAPPED</i>
	<i>H 1810</i>	<i>"</i>	<i>15</i>	<i>16.75</i>	<i>I</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>4</i>	<i>3 AT ENDS</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>GHIJLM</i>	<i>I 1765</i>	<i>"</i>	<i>14.75</i>	<i>17</i>	<i>J</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3 AT ENDS</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
	<i>J 1800</i>	<i>"</i>	<i>"</i>	<i>16.75</i>	<i>K</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>LONG OVERL. AMIDSHIPS</i>	<i>3 AT ENDS</i>	<i>28</i>	<i>77</i>	<i>LAPPED</i>
	<i>K 1820</i>	<i>23.0</i>	<i>16</i>	<i>21</i>	<i>L</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3 AT ENDS</i>	<i>28</i>	<i>77</i>	<i>88</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells <i>M.</i> ..)	<i>M 2055</i>	<i>25.5</i>	<i>21</i>	<i>30.5</i>	<i>H</i>	<i>TREBLE</i>	<i>28</i>	<i>77</i>	<i>4</i>	<i>3 AT ENDS</i>	<i>"</i>	<i>88</i>	<i>"</i>
		<i>30.5</i>	<i>"</i>		<i>I</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3 AT ENDS</i>	<i>"</i>	<i>88</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge <i>M.</i> ..)	<i>2055</i>	<i>25.5</i>	<i>X</i>	<i>X</i>	<i>J</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>LONG OVERL. AMIDSHIPS</i>	<i>3 AT ENDS</i>	<i>28</i>	<i>77</i>	<i>LAPPED</i>
					<i>K</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>3 AT ENDS</i>	<i>28</i>	<i>77</i>	<i>88</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells. <i>L.</i> ..)	<i>1820</i>	<i>X</i>	<i>16</i>	<i>21</i>	<i>L</i>	<i>DOUBLE</i>	<i>28</i>	<i>88</i>	<i>4</i>	<i>3 AT ENDS</i>	<i>28</i>	<i>112</i>	<i>STRAPPED</i> <i>LAPPED</i>
					<i>M</i>	<i>"</i>	<i>28</i>	<i>112</i>	<i>3 AT ENDS</i>	<i>28</i>	<i>77</i>	<i>77</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge <i>L.</i> ..)	<i>"</i>	<i>23</i>	<i>X</i>	<i>X</i>	<i>M</i>	<i>TREBLE</i>	<i>28</i>	<i>100</i>	<i>3</i>	<i>28</i>	<i>77</i>	<i>77</i>	<i>LAPPED</i>
					<i>L</i>	<i>DOUBLE</i>	<i>"</i>	<i>88</i>	<i>2</i>	<i>28</i>	<i>77</i>	<i>"</i>	<i>"</i>
HOUSE	<i>25</i>	<i>X</i>	<i>X</i>	<i>14.5-15.5</i>		<i>X</i>	<i>"</i>	<i>X</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
POOP SIDE PLATING	<i>25</i>	<i>X</i>	<i>X</i>	<i>14.5-15.5</i>									
BRIDGE SIDE PLATING <i>N.</i>	<i>2505</i>	<i>11.5-15.5</i>				<i>X</i>	<i>X</i>	<i>X</i>	<i>2</i>	<i>28</i>	<i>77</i>	<i>77</i>	<i>LAPPED</i>
	<i>N 1350</i>		<i>14.5</i>										
FOREC'TLE SIDE PLATING <i>O</i>	<i>1210</i>		<i>14-16</i>			<i>SINGLE</i>	<i>28</i>	<i>88</i>	<i>2</i>	<i>28</i>	<i>77</i>	<i>77</i>	<i>"</i>

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
17		17		X		YES	
		STIFFENERS.					
Plating Thickness.		VERTICAL.		HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.		
MIDSHIP BULKHD, Upper two decks		150x150x11.5	6'340x100x14	180x147.5	13	N=78	
" " Second "		150x90x11.5 FRAM.	310x100x13	150x90x13	13	N=78	
" " Third "		150x150x11.5	300x90x13	150x90x13	13	N=78	
" " Holds		150x150x11.5	250x90x13	150x90x13	13	N=78	
COLLISION (in Hold) N=78		150x150x11.5	250x90x13	150x90x13	13	N=78	
AFTER PEAK		150x150x11.5	250x90x13	150x90x13	13	N=78	

Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	CAST STEEL	O. CRUSON.	
STEM SHOE	CAST STEEL	BOCHUMER =	
STERN FRAME	Propeller Post	"	
	Rudder	FORGED 265 Ø	VEREIN.
RUDDER—A x D. 12, 86.			
Speed of Vessel 12 KNOTS			
RUDDER	main piece in head FORGED	295 Ø	OBERBILCHER STAHLWERK. 1885 APPR.
"	TOP AND SOLE PART CAST		
"	COVER " BEAKERS STEEL		FR. KRUPP
"	how constructed	SIMPLEX BALANCE. BUILT UP. PARTLY ELECTRICALLY WELDED.	
"	double or single plate	DOUBLE. 12 mm	
"	coupling, vertical or horizontal	VERTICAL.	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH.*
Rheinische Stahlwerke & S. A. Rarolttenbüttel, Niederschellen, Holste-Bräse, Dortmund-Münster, Rheinisch-Westfälische Kette, Duisburg,
Luxemb-Thyssen-Kette, Hamborn, Finkelfungshütte, Belsenheim, Cleveland Steel Works, Consett Iron Works, Hunslet, John, Heurichshütte
 Has the Steel been tested as required by the Rules? *YES, BY THE SOCIETY'S SURVEYORS.*

N^o 1306.

WH-0010213 (512.10100-44M)

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made, under framing, etc., on the first page.

HOUSE FILE

GENERAL REMARKS—(The Surveyor should state the Number of Reports made by him, and the Plans should be embodied.) All steel material used in the construction of this vessel has been made at works approved and tested by the Society's Surveyors in accordance with the Rules. The Freeboard approved by the Committee is marked on vessels sides, verified and cut in. General equipment examined and were found complete and satisfactory. Anchors and chain cables have been compared with the certificates and were found in order.

internus verificate

8 forgoing & issuing reports

1 builds capacity plan.

Chisholm W. Meyer.

1st Bower 1524 HEAD = 63:0:2 CWTs. SHANK = 34:1:5 CWTs. DROP TEST 12 FEET. BEND TEST SATISFACTORY. N.H. 17.7.30
2nd " 1525 " 63:2:17 " " 34:1:5 " " " " " " " "
3rd " 1526 " 63:1:5 " " 34:1:10 " " " " " " " "

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.....

Official No. _____ ; Signal Letters H.G.M.Q. Is bottom of Vessel coated with cement not if not give _____

PARTICULARS OF WATER BALLAST.—

* The wells are not to be included in the lengths of the tanks.

Date 10th December 1929.

Dates of Surveys held while building

1929-15, 11, 18, 11, 28, 11, 3, 12, 1930 = 7.1, 22.1, 29.1, 5.2, 15.2, 24.2, 10.3, 13.3, 15.3, 26.3, 8.7,
3.4, 29.4, 2.5, 10.5, 16.5, 22.5, 24.5, 26.5, 28.5, 2.6, 7.6, 10.6, 16.6, 21.6, 26.6, 30.6, 5.7, 8.7, 10.7, 12.7, 15.7,
17.7, 19.7, 22.7, 24.7, 26.7, 28.7, 31.7, 28.4, 8, 5.8, 6.8, 7.8, 8.8, 11.8, 13.8, 15.8, 18.8, 19.8, 20.8, 21.8, 22.8, 23,
26.8, 27.8, 28.8, 2.9, 5.9, 1.10, 6.10, 8.10, 10.10, 14.10, 17.10, 22.10, 24.10, 27.10, 29.10.

Total No. of Visits 72

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