

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office: THU. 5 FEB. 1920

Date of completion of report

Survey held at Bremen

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

Port of Bremen

Date, First Survey 17th March 1914

Last Survey

No. 430

1915

On the (State if Single, Twin, or Triple Screw) steel single screw steamer

"SONNENFELS"

Rig Schooner

TONNAGE under

5490.8

CLASS 100A1

FEET.

Master

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk. 5490.8

Do. of Poop excl. Open Tonnage 38.3

Do. of R.Q.Dk. 98.9

Do. of Bridge House Open Tonnage

Do. of Forecastle 170.1

Do. of Houses on Dk. 49.9

Do. of excess of Hatchways 5848.0

Do. above Crown of Engine Room 6521.4

Gross Tonnage 5848.0

Less Crew Space Tonnage for Fees

Less above Crown of Eng. Room 6521.4

TONNAGE FOR FEES. 3661.4

Breadth (greatest moulded) 56.00

Depth, at middle of length from top of keel to top of upper deck beams at side 32.48

Transverse Number 88.48

Length on deck from fore part of stem to after part of stern post 421.83

Longitudinal Number 37323

Depth "d," at middle of length (See Secs. 2 & 13) 18.46

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.99

" " Long Bridge Deck Beam at side to top of keel 10.17

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock yes

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
421	10	Moulded	56	0	Do. do.	29	10 1/8	2
per Register, Length 421.8 breadth 56.2 depth 29.6 ft.						Moulded depth, ft. 41 ins. 5 3/4 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 3/8 ins.		
						Moulded depth, ft. 32 ins. 5 3/4 To Upper Dk.		

FRAMING.						PILLARS.					
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Nos. 1, 2, 3 Holds						PILLARS, In 'tween Deck, size and spacing					
11	3 1/2	56	11	3 1/2	56	" "	" "	" "	" "	" "	" "
11	3 1/2	54	10 1/2	3 1/2	56	" "	" "	" "	" "	" "	" "
8	3 1/2	40	7 1/2	3 1/2	46	" "	" "	" "	" "	" "	" "
8	3 1/2	48	8	3 1/2	46	" "	" "	" "	" "	" "	" "
4	3 1/2	44	4	3 1/2	44	" "	" "	" "	" "	" "	" "
at intermdt. Bkts.						KEELSONS & STRINGERS.					
27			27			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate					
27			27			Rider Plate					
24			24			Flat Plate Keel Angles					
length to Collision bulkhead in peaks						Horizontal Plates on Floors					
AME, Angles. For "Panting" see General Remarks						Angles or Bulb Angles					
3 1/2	3 1/2	44	3 1/2	3 1/2	44	SIDE KEELSONS, Number					
11			10 1/2			Angles or Bulb Angles					
E. 42			E. 42			Plate above floors, for length					
B. 52			B. 52			Intercostal Plate, for length					
38			38			Attached to outside Plating with Angle					
75			75			BILGE KEELSON, Angles					
45	42		45	42		Intercostal Plate for length					
Double Bottoms						Attached to outside Plating with Angle					
not flanged						SIDE STRINGERS, Number					
27			27			Angle					
45	54		45	54		Intercostal Plate, for length					
3 1/2	3 1/2	52	3 1/2	3 1/2	52	Attached to outside plating with Angle					
4 1/2	4 1/2	60	4 1/2	4 1/2	60	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)					
5	5	62	5	5	62	br'dth & thickness (in way of Bridge)					
3 1/2	3 1/2	42	3 1/2	3 1/2	42	Angle (clear of Bridge)					
at intermdt. frmg., width & thkns						Tie Plate at sides of Hatchways					
Two			Two			Deck * <del>Wood</del> or Steel, for full lng.					
state if flanged (top and bottom)						Thickness (clear of Bridge)					
3 1/2	3 1/2	44	3 1/2	3 1/2	44	(in way of Bridge)					
3	3	42	3	3	42	Wood Deck, Material & thickness in Wells only: Teak 3"					
45 1/4	50		36	50		Second Deck Stringer Plate, br'dth & thickness in way of Bridge					
4	4	50	4	4	50	Angles on ditto, No. Two					
5	3 1/2	44	5	3 1/2	44	Tie Plates outside Hatchways					
3 1/2	3 1/2	44	3 1/2	3 1/2	44	Deck * <del>Wood</del> or Steel, for full lng.					
at intermdt. frmg., width & thkns						Wood Deck, Material & thickness					
27			27			Third Deck Stringer Plate, br'dth & thickness					
52			45	52		Angles on ditto, No.					
71			E. 50			Tie Plates, outside Hatchways					
B. 56			B. 56			Deck * Material and thickness					
40			40			Fourth and Fifth Deck Stringer Plate, breadth & thickness					
48			48			Angles on ditto, No.					
8	3 1/2	48	8	3	46	Tie Plates outside Hatchways					
8 1/2	3 1/2	46	8 1/2	3	46	Deck, Material & thickness					
27			27			Poop Deck Stringer Plate, breadth & thickness					
9 1/2	3 1/2	50	9	3 1/2	48	Angle on ditto					
27			27			Tie Plates					
10 1/2	3 1/2	52	10 1/2	3 1/2	52	Deck, Material and thickness					
on upper edge						Bridge Deck Stringer Plate, br'dth & thickness					
27			27			Angle on ditto					
10	3 1/2	60	10	3 1/2	56	Deck, Material and thickness					
54			34			Forecastle Deck Stringer Plate, br'dth & th'kns					
48			48			Angle on ditto					
8	3 1/2	48	8	3	46	Tie Plates 2 strakes of middle line					
Angles on upper edge						Deck, Material and thickness					
27			27			If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.					
4 1/2	3 1/2	64	4 1/2	3 1/2	60						
10	3 1/2	60	10	3 1/2	56						
Angles on upper edge											
54			54								
48			48								



[illegible]

EQUIPMENT No. 39400										LETTER a <sup>7</sup>										ANCHORS.										TOWERS, TOWERS, PLANKS, & BOATWALKS									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31.				Description of Anchor.				Makers.		Where and when tested and Superintendent.															
				Cwts. qrs. lbs.			Cwts. qrs. lbs.			Tons. cwt. qrs. lbs.				Cwts. qrs. lbs.																									
16349		1st Bower ...					stockless			51 2 2 0				64 3 9				The Improved Britannia				R. Sykes & Son Ltd		Bradley Head, 2nd April 1913															
16470		2nd " ...					-			51 13 0 14				64 3 9				"- "- "- "-				"- "-		"- "- "- "-															
16651		3rd " ...					-			50 10 0 0				64 3 10				"- "- "- "-				"- "-		"- "- "- "-															
		4th " ...																																					
		Collective weight												194 2 0 1/2																									
12045		Stream .....								19 8 3 0				19 ex stock																									
47899		Kedge .....								10 17 2 0				8 - - - -										Tipton, April 1913															
CHAIN CABLES.																														HAWERS AND WARPS.									
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE				Length and Size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material		Length and size supplied.		Breaking Test of Steel Wire		Length and size per Table 31.															
		Fathoms. Ins.		Tons.		Cwts. qrs. lbs.				Fathoms. Ins.										Length. Cir.		Tons.		Length. Cir.															
										270 23 1/2		Seabank								120 4 1/4		65.5		120 5 1/4															
																				101 3 1/2		26.2		90 8															
																				101 3 1/2		26.2		90 8															
																				100 7		90 7		90 7															
																				100 7		90 7		90 7															
From Stream		101 4 1/2		59						90		Cir. Galad steel wire																											
Or Steel Wire		flexible																																					
Boats 4 Life Boats 26'-0" x 8'-0" x 3'-3" and 2 others Steering Gear, Steam Cyl. 10 1/2" diam, Stroke 10" Steering Gear, Hand Spindle 7 1/2" diam.																																							
Pumps, Number One Stone Pump, one Hand pump (Fore Peak) Diameter of Barrel 5 1/2" x 4" State whether they are in efficient working order yes.																																							
Windlass is Clarke Chapman Type, Steam Power, Cyl. 9 1/2" diam, Stroke 12" Capstan NONE.																																							
Engine Room Skylights.—How constructed? Steel, fitted on ceamings, 8 ft above deck What arrangements for deadlights in bad weather? Steel covers.																																							
Coal Bunker Openings.—How constructed? Steel ceamings How are lids secured? Tarpsaulins & Battens Height above deck? 32' above Bridge Dk.																																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 Scuppers on each side in Wells, open Bulwark abreast Hatchways.																																							
Ceiling in Holds, thickness and material 2 1/2" Pine at Bilges only Cargo Battens, thickness and material 8 x 2" Pine.																																							
Cargo Hatchways.—How formed? Steel ceamings, round corners, 32" above Deck. Hatches, If strong and efficient? yes.																																							
State size No. 1 Hatch (Forward) 20'-3" x 14'-0" No. 2 Hatch 29'-2 1/8" x 16'-0" No. 3 Hatch 15'-9" x 14'-0" No. 4 Hatch No. 5 Hatch																																							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 22'-5 1/8" x 14'-0", No. 6 Hatch 15'-9" x 14'-0".																																							
Nos. 1, 4, 5. 3 web plates, No. 2. 4 web plates, Nos. 3 & 6. 2 web plates No. of Breasthooks 3, Peak tank top & deck No. of Crutches Deep floors & decks.																																							
Bulwarks, height above deck and description Steel, 48" x 32, stays 7" x 36 spaced 54" Main Rail, material and size steel 7 x 3 1/2".																																							
The foregoing is a correct description. ACTIEN-GESELLSCHAFT "WESER" Surveyor's Signature A. J. W. Reuss																																							
Builder's Signature (here only) Ruffel & Co Bremen 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) 1912: M 18/10; M 26/11, 26/11, 7/12, 13/12, 1913: M 21/2, 9/4 (to Düsseldorf Surveyors); 1914: M 3/1.																																							
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.																																							
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 faying surfaces? yes.																																							
Do any rivets break into or through the seams or butts of the plating? A very few.																																							
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.																																							
State results of tests good.																																							
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 steel screw steamer has been built in accordance with the approved amended Plans, the Secretary's letters and in all other respects in general conformity with the Rules.																																							
The workmanship throughout is of the best description, all parts being carefully fitted and efficiently riveted.																																							
The steel materials used in the construction have been manufactured at works approved by the Committee and have been tested by the Society's Surveyors in accordance with the Rule requirements. Certificates of Tests of stem, stern frame and rudder attached.																																							
One Rule Bulkhead has been dispensed with in forward Holds, as desired by the Owners and approved by the Committee, as per letter M, dated 18th October 1912.																																							
Tween Deck Tanks are fitted in conformity with the approved plans, forward and abaft the machinery space, and have been fitted and tested by a head of water 8 feet above their crown and found tight.																																							
The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built.																																							
The amount of Entry Fee ..... £ Mk. 105/-																																							
Special Survey Fee ..... £ Mk. 376/-																																							
Travelling Expenses, if any £ Mk. 30/-																																							
Fees applied for, 1915																																							
Received by me. 7/9/2019																																							
Certificate to be sent to 2 Landers																																							
Date of issue 10/9/20																																							
State whether the Vessel has been built under Special Survey yes.																																							
I am of opinion this Vessel should be Classed 100A1, (6 B.H. only).																																							
With, or without Freeboard, as condition of Class Without Freeboard.																																							
Surveyor to Lloyd's Register of British and Foreign Shipping.																																							
Committee's Minute TUE. FEB. 10. 1920																																							
Character assigned No action																																							
100A-																																							
P.L.R. 1.																																							



GENERAL REMARKS—(continued).

The Peak Tanks and Peaks have also been filled and tested by a head of water 8 feet above their tank tops and to the height of the load water line respectively, and were found tight. — Bulkheads in holds and Shaft Tunnel tested with water from a hose, found also tight.

Panting Arrangement: Three Panting stringers are fitted in No. 1 Lower Cargo Hold abaft the Collision Bulkhead, of the length as shown on the approved Profile plan; consisting of stringer plates 36 x .44", fitted with face angles 3 1/2 x 3 1/2 x .52" at their inner edges, attached with double Lng angles 3 1/2 x 3 1/2 x .44" to the Outside plating and support by means of Bracket Knees 36 x .44" on every frame.

Reverse Frames 5 x 4 x .42" have been fitted in way of the Panting stringers, as per approved profile, extending from the tank side brackets to the height of the 2nd Deck.

Wireless Telegraphy on the Telefunken System has been fitted.

The approved Plans, - 513 in Number, - are being forwarded herewith.

Sister vessel: S/s. "GREIFFENFELS", Bremen Report No. 379.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 59.6 ft., R.Q.D. ✓ ft., Bridge 125.9 ft., Forecastle 54.2 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. not joined.

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 should appear in the Register Book) 2 Dks (Stl — Uteak 5).

Official No. ✓; Signal Letters AKNS. State if Machinery is fitted aft no.

How are the surfaces preserved from oxidation? Inside Cement on bottom, otherwise Paint. Outside Patent and Oil Paint.

**PARTICULARS OF WATER BALLAST.**—State whether the Double bottom is constructed on the cellular system or with girders on floors. Cellular System

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	139.3	441	Fore peak tank,	21.9	47.5
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	16.8	55.5
Double bottom, if under Engines only,	22.5	109	Deep tank aft, Tween Dk Ballast Tank aft	36.0	470
Double bottom, if under Boilers only,	22.5	Dry Tank	Deep tank forward, " " " " forward	36.0	494
Double bottom, forward,	188.8	637	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		1187	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks. 373'

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

Order for Special Survey No. 14

Date 18<sup>th</sup> Nov. 1912.

No. 203 in builder's yard.

DATES of Surveys held while building

1914: March 17, 26; April 2, 11, 17, 27; May 2, 12, 19, 26; June 9, 15, 23, July 2, 18, 27, 29; Aug. 15, 22, 28; Sept. 3, 10, 17, 24, 30; Oct. 2, 7, 10, 21, 24, 31; Nov. 4, 12, 24; Dec. 3, 14, 22, 31; 1915: Jan. 23

Surveyor's Signature



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