





**PLATING.**

STRAKES.	AS IN SHIP				PER RULE OR AS APPROVED		EDGES.		BUTTS.	
	AMIDSHIP.	FORWARD.	AFT.	AMIDSHIP.	AMIDSHIP.	Single or Double.	Double or Treble and for what length.	RIVETS.	STRAPE.	IF LAPPED.
FLAT PLATE KEEL (If Bar Keel, state Riveting.)	47	1.00	.70	.70	1.47	1.00	6 3/4	1 1/2	3 3/4	2 1/4
GARBOARD OR A STRAKE	52	.60	.60	.48	.32	.60	5 3/4	1 1/2	3 3/4	2 1/4
B "	29	.60	.60	.48	.79	.60	"	"	"	"
C "	29	.60	.60	.48	.79	.60	"	"	"	"
D "	81	.64	.48	.48	.81	.48	"	"	"	"
E "	61	.64	.48	.48	.61	.48	"	"	"	"
F "	72	.62	.44	.44	.72	.62	"	"	"	"
G "	66	.62	.44	.44	.66	.62	"	"	"	"
H "	66	.62	.44	.44	.66	.62	"	"	"	"
J "	53	.62	.44	.44	.53	.62	"	"	"	"
K "	61	.62	.44	.44	.61	.62	"	"	"	"
L "	48	.62	.46	.46	.48	.62	"	"	"	"
M "	"	"	"	"	"	"	"	"	"	"
N "	"	"	"	"	"	"	"	"	"	"
O "	"	"	"	"	"	"	"	"	"	"
P "	"	"	"	"	"	"	"	"	"	"
Q "	"	"	"	"	"	"	"	"	"	"
R "	"	"	"	"	"	"	"	"	"	"
S "	"	"	"	"	"	"	"	"	"	"
DOUBLING OF FLAT PLATE KEEL	for 20 ft. or breaking bridge									
Sheerstrakes	36	.72			36	.72	single			
Length and thickness.	44			.38			single	3 3/4	3	2 3/4
POOP SIDES	100	.66			100	.66	double	6	3 1/2	20
SHORT BRIDGE SIDES	47	.40					"	3 3/4	3	2 3/4
FORECASTLE SIDES										

Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

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. on the open hull system by *Christiansen, Christiansen & Co. Ltd. Copenhagen* / *Carl Hoffmann, Hamburg* / *Swedish Iron Works* / *Wagner / Berlin* / *Hoerder, Berlin* / *Burmeister & Witten*.

Has the Steel been tested as required by the Rules? *Yes*

FRAMES extend in one length from *margin plate to Centre* to *Upper deck, Bridge, Poop & Forecastle* State if ordinary or jogged *ordinary*

REVERSED FRAMES on floors and frames extend from *margin plate to margin plate on tank floors only* State if ordinary or jogged *jogged*

**MASTS, SPARS, &c.**

LOWER MASTS.	Material.	Total Length.	DIAMETER AND THICKNESS.		No. of Plates in Round.	ANGLES.	RIVETING.
			At Partners.	Head.			
Fore	<i>Selected</i>	<i>88.0</i>	<i>29x4 1/2</i>	<i>20 1/2 x 7/8</i>	<i>8x9/16</i>	<i>None</i>	<i>single</i>
Main	<i>"</i>	<i>90.0</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>double</i>
Mizen	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>

Bowsprit

Topmasts, Yards and Remainder of Spars —

Rigging, Material and Size, Shrouds *Keelsons Fore 4 & 3 1/2" Main & 3 1/2"* Stays *5" and 3 1/2"*

Sails, *one Suit of stay sail.* Sails, and the following spare sails.

**EQUIPMENT No. 35217 LETTER Z**

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK		TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.		Cwts.	qrs.			
13642	1st Bower	60	3 7	<i>Standard</i>	48	17 2 0	80	3 7	<i>Apur stockless</i>
13648	2nd "	60	3 14	<i>"</i>	48	17 2 0	80	3 7	<i>"</i>
13647	3rd "	60	3 14	<i>"</i>	48	17 2 0	80	3 7	<i>"</i>
	4th "								<i>"</i>
	Collective weight	180	10 7		182	0 0			
20699	Stream	18	3 14	4 3 14	19	15 1 7	18	2 0	<i>Common</i>
20774	Kedge	7	3 0	1 9 21	9	18 0 14	7	2 0	<i>"</i>

**CHAIN CABLES.**

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.
			Supplied.	Per Rule.				
10922	Fathoms 270	2 1/2	270	2 1/2	270	2 1/2	<i>Standard</i>	<i>Standard</i>
	Length, Diam.							
	Test per Certificate.							
	Length, Diam.							
	Test per Certificate.							
	Length, Diam.							

**HAWSERS 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.
			Supplied.	Per Rule.				
10922	Fathoms 270	2 1/2	270	2 1/2	270	2 1/2	<i>Standard</i>	<i>Standard</i>
	Length, Diam.							
	Test per Certificate.							
	Length, Diam.							
	Test per Certificate.							
	Length, Diam.							

**Boats** *2. Steel launch 26' x 7' 6" x 3' 2" Wood 20' x 6' x 2' 6"*

**Pumps**, Number 1 *Donner & 1 hand pump for forepeak*

**Windlass** is *Clark's Steamman's* operation

**Engine Room Skylights**—How constructed *Steel on top of casing 8 feet above bridge deck*

What arrangements for deadlights in bad weather? *Steel shutters*

**Coal Bunker Openings**—How constructed *Steel round covers* How are lids secured? *latched down* Height above deck? *33"*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *6 scuppers on each side, open each in way of hatchway*

**Ceiling in Holds**, thickness and material *Steel 2 1/2"*

**Cargo Hatchways**—How formed? *Steel with round corners* *Scamings 30' above deck*

State size No. 1 Hatch (Forward) *17' 6" x 14' 1"* No. 2 Hatch *28' 5" x 15' 0"* No. 3 Hatch *21' 9" x 14' 1"* No. 4 Hatch *21' 9" x 14' 1"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *1-5 web plates, 1/2" and 3/4" and 1/2" and 3/4" and 1/2" and 3/4" and 1/2" and 3/4"*

*Hatches are fitted longships*

**Bulwarks**, height above deck and description *Steel 6 feet above deck, open each in way of hatchway*

This above is a correct description. **JOH. C. TECKLENBURG A.G.**

Builder's Signature (here only) *JOH. C. TECKLENBURG A.G.* Surveyor's Signature *J. Thomson*

Surveyor to Lloyd's Register of British and Foreign Shipping.

**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case.) *15.6.1911, 14.11.1910, incl. etc.*

**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 facing surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *None*

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 under special Survey in accordance with the rules and approved tracings of good material manufactured by approved works and tested as per rule. The workmanship is very good.*

*The double bottom and other tanks have been tested as per rule by hydrostatic pressure up to main deck and high tanks up to 8 feet above the crown of the tanks and found quite tight.*

*The deck, gutterways, bulkheads and tunnel have been tested by a hose and also found tight.*

*The equipment is of best quality and in excess of the rules, so that in our opinion the vessel is fully eligible to be classed as contemplated and has notation of 100 A.*

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *50* ft., R.Q.D. *ft.*, Bridge *24* ft., Forecastle *52* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop is not joined to the Bridge deck*

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) *Bridge, Upper and 2" deck steel sheathed with oak when exposed*

Official No. *238* ; Signal Letters *"*

How are the surfaces preserved from oxidation? Inside *Paint and cement* Outside *Paint*

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

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, <i>frames 11-70</i>	<i>127' 10"</i>	<i>350</i>	Fore peak tank, <i>frames 175 to stem</i>	<i>22' 0"</i>	<i>68</i>
Double bottom, under Engines and Boilers.			After peak tank, <i>" 3-11</i>	<i>18' 6"</i>	<i>53</i>
Double bottom, if under Engines only, <i>71-82</i>	<i>23' 10"</i>	<i>94</i>	Deep tank, aft, <i>between deck frames 50-69</i>	<i>43' 4"</i>	<i>424</i>
Double bottom, if under Boilers only, <i>82-92</i>	<i>21' 8"</i>	<i>54</i>	Deep tank, forward, <i>" 99-117</i>	<i>43' 4"</i>	<i>466</i>
Double bottom, forward, <i>92-175</i>	<i>182'</i>	<i>544</i>	Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
Total capacity of double bottom	<i>1018</i>				

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

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

Order for Special Survey No. *58*

Date *11.2.10*

No. *238* in builder's yard.

DATES OF SURVEYS held while building *14.4.10, 5.9.10, 17.6.10, 22.6.10, 27.6.10, 29.6.10, 1.7.10, 3.8.10, 6.8.10, 8.10, 12.10, 20.8.10, 2.9.10, 16.9.10, 19.9.10, 24.9.10, 1.10.10, 18.10.10, 22.10.10, 8.11.10, 9.11.10, 17.11.10, 24.11.10, 26.11.10, 28.11.10, 29.11.10, 30.11.10, 1.12.10, 2.12.10, 5.12.10, 7.12.10, 8.12.10, 13.12.10, 14.12.10, 17.12.10, 20.12.10, 21.12.10, 23.12.10, 24.12.10, 28.12.10, 30.12.10, 31.12.10, 1910/3.1.1911, 5.1.1911*

Total No. of Visits *50*

The amount of Entry Fee *£ 5*

Special Survey Fee *£ 158.19.6*

Travelling Expenses, if any *£ 17.6*

Fees applied for, *9.1.1911*

Received by me, *9.1.1911*

State whether the Vessel has been built under Special Survey. *Yes*

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

With, or without Freeboard, as condition of Class *without*

Committee's Minute

Character assigned *100 A 1*

*Lloyd's 296.0.*

*+ 2m 6.1.11.*

*F. D.*

*J. Thomson, Sec. By/ks*

Surveyor to Lloyd's Register of British and Foreign Shipping.

**RETAINED**

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Carl's notes 13/11.