

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office

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

Date of completion of report *17th Decr 1910*  
Survey held at *Glasgow*  
On the *Steel Screw Steamer*

Port of *Glasgow*  
Date, First Survey *7th March 1910* Last Survey *12th December 1910*  
Rig *4 Masts*

No. *29585*

TONNAGE under *7561.537*  
Tonnage Deck...  
Do. between Tonnage Dk. and 3rd and 4th Dk.  
Total under Upper Dk. *29.560*  
Do. of Poop *83.656*  
Do. of R.Q.Dk. *102.948*  
Do. of Bridge House *181.572*  
Do. of Forecastle *26.900*  
Do. of Houses on Dk.  
Do. of excess of Hatchways  
Do. above Crown of Engine Room...  
Gross Tonnage *7986.173*  
Less Crew Space *176.164*  
Less above Crown of Engine Room...  
TONNAGE FOR FEES... *7810.009*  
Less Engine Room *2655.579*  
Less Navigation Spaces *140.468*

CLASS *100 A.1*

FEET.

Master *M. Ziller*

Year of appointment

(1) As Master in service of owner of present vessel—191  
(2) As Master of this vessel—1910

Breadth (greatest moulded) *58.00*  
Depth, at middle of length from top of keel to top of upper deck beams at side *35.42*  
Transverse Number *93.42*  
Length on deck from fore part of stem to after part of stern post *469.83*  
Longitudinal Number *43891*  
Depth "d," at middle of length (See Secs. 2 & 13) *19.66*  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *13.26*  
" " Long Bridge Deck Beam at side to top of keel *10.88*

Built at *Clydebank, Glasgow*

When built *1910* Launched *25th Aug 1910*

By whom built *Messrs J. Brown & Co*

Owners *Hamburg-Amerikanische Packetfahrt Actien-Gesellschaft*

Managers *(Hamburg-Amerikanische)*

Residence *Hamburg*

Port belonging to *Hamburg*

Register Tonnage *5113.966*  
as cut on Beam

Destined Voyage *Hamburg*

If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule *469* 10 BREADTH Moulded *58* 0 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *32* 52 Do. do. Second Dk. Beams *20* 11 2 No. of Decks with flat laid *Two* No. of Tiers of Beams *Lower 5th deck hold*  
Moulded depth, ft. *43* ins. *2* To Bridge Dk. Round of Upper Dk. Beam, Actual *12* ins.  
Moulded depth, ft. *35* ins. *5* 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
FRAME, <i>Angle</i> Bars amidships <i>9x33x33</i> <i>44</i> <i>9x33x33</i> <i>44</i>				PILLARS, In 'tween Deck, size and spacing	<i>24x3</i> <i>56</i> <i>24x3</i> <i>56</i>		
Do. in peaks <i>angled</i>	<i>7</i> <i>32</i> <i>42</i>	<i>7</i> <i>32</i> <i>42</i>		" " Hold	<i>43</i> <i>56</i> <i>43</i> <i>56</i>		
Do. in way of Double Bottoms at Solid Floors	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>		" " Quarter 'tween Dks.,	<i>wide span pillars &amp; girders over as app'd</i>		
" " at intermdt. Bkts.	<i>28</i>	<i>28</i>		" " in Hold			
Spacing of Frames from centre to centre amidships	<i>27</i>	<i>27</i>		KEELSONS & STRINGERS.			
" " length to Collision bulkhead	<i>24</i>	<i>24</i>		CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" " in peaks	<i>32</i> <i>33</i> <i>44</i> <i>32</i> <i>33</i> <i>44</i>	<i>32</i> <i>33</i> <i>44</i> <i>32</i> <i>33</i> <i>44</i>		" Rider Plate			
REVERSED FRAME, Angles	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>		" Flat Plate Keel Angles			
Do. in way of Double Bottoms at Solid Floors	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>		" Horizontal Plates on Floors			
" " at intermdt. Bkts.	<i>9</i>	<i>9</i>		" Angles or Bulb Angles			
FRAMING, depth of girder				SIDE KEELSONS, Number			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships				" Angles or Bulb Angles			
" in way of Engine and Boiler Spaces				" Plate above floors, for length			
" thickness at the ends of vessel				" Intercoastal Plate, for length			
" depth at $\frac{1}{2}$ the half breadth, as per Rule				" Attached to outside Plating with Angle			
" height extended at the Bilges	<i>44</i>	<i>44</i>		BILGE KEELSON, Angles			
FLOORS & BRACKETS in Cell Dble Bottoms				" Intercoastal Plate for length			
" state if flanged (top & bottom)	<i>Ranged on top and bottom</i>	<i>44</i>	<i>44</i>	" Attached to outside Plating with Angle			
" Spacing	<i>28</i> <i>4</i> <i>27</i> <i>28</i> <i>4</i> <i>27</i>	<i>28</i> <i>4</i> <i>27</i> <i>28</i> <i>4</i> <i>27</i>		SIDE STRINGERS, Number	<i>Two</i>	<i>Two</i>	
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	<i>47</i> <i>58</i> <i>47</i> <i>58</i>	<i>47</i> <i>58</i> <i>47</i> <i>58</i>		" Angle	<i>7</i> <i>32</i> <i>52</i> <i>7</i> <i>32</i> <i>52</i>	<i>7</i> <i>32</i> <i>52</i> <i>7</i> <i>32</i> <i>52</i>	
" Angles, Top	<i>32</i> <i>33</i> <i>54</i> <i>32</i> <i>33</i> <i>54</i>	<i>32</i> <i>33</i> <i>54</i> <i>32</i> <i>33</i> <i>54</i>		" Intercoastal Plate, for full length	<i>46</i>	<i>46</i>	
" Bottom	<i>43</i> <i>43</i> <i>68</i> <i>43</i> <i>43</i> <i>68</i>	<i>43</i> <i>43</i> <i>68</i> <i>43</i> <i>43</i> <i>68</i>		" Attached to outside plating with Angle	<i>4</i> <i>4</i> <i>46</i> <i>4</i> <i>4</i> <i>46</i>	<i>4</i> <i>4</i> <i>46</i> <i>4</i> <i>4</i> <i>46</i>	
" to Floors	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>		Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	<i>2-49</i> <i>74</i> <i>2-49</i> <i>74</i>	<i>2-49</i> <i>74</i> <i>2-49</i> <i>74</i>	
SIDE GIRDERS, number on each side & thickness	<i>Two</i> <i>42</i> <i>Two</i> <i>42</i>	<i>Two</i> <i>42</i> <i>Two</i> <i>42</i>		" " " br'dth & thickness (in way of Bridge)	<i>2-49</i> <i>50</i> <i>2-49</i> <i>50</i>	<i>2-49</i> <i>50</i> <i>2-49</i> <i>50</i>	
" state if flanged (top and bottom)	<i>Flanged on top and bottom</i>	<i>52</i>	<i>52</i>	" " " Angle (clear of Bridge)	<i>6x6</i> <i>74</i> <i>6x6</i> <i>74</i>	<i>6x6</i> <i>74</i> <i>6x6</i> <i>74</i>	
" Angles (top and bottom)	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>		" " Tie Plate at sides of Hatchways	<i>SA Plating increased in thickness</i>	<i>SA Plating increased in thickness</i>	
" to Floors	<i>3</i> <i>3</i> <i>44</i> <i>3</i> <i>3</i> <i>44</i>	<i>3</i> <i>3</i> <i>44</i> <i>3</i> <i>3</i> <i>44</i>		" Deck * <i>Iron or Steel</i> , for full lng.			
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>40</i> <i>52</i> <i>40</i> <i>52</i>	<i>40</i> <i>52</i> <i>40</i> <i>52</i>		" Thickness (clear of Bridge)	<i>50</i>	<i>50</i>	
" Angles to Outside Plating	<i>4</i> <i>4</i> <i>52</i> <i>4</i> <i>4</i> <i>52</i>	<i>4</i> <i>4</i> <i>52</i> <i>4</i> <i>4</i> <i>52</i>		" (in way of Bridge)	<i>42</i>	<i>42</i>	
" Floors	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>	<i>32</i> <i>33</i> <i>46</i> <i>32</i> <i>33</i> <i>46</i>		" Wood Deck, Material & thickness	<i>PP</i> <i>3 in. after well only</i>	<i>PP</i> <i>3 in. after well only</i>	
" Height of Brackets above at bilge	<i>29</i>	<i>29</i>		Second Deck Stringer Plate, br'dth & thickness	<i>50</i> <i>50</i> <i>50</i> <i>50</i>	<i>50</i> <i>50</i> <i>50</i> <i>50</i>	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>47</i> <i>52</i> <i>47</i> <i>52</i>	<i>47</i> <i>52</i> <i>47</i> <i>52</i>		" Angles on ditto, No.	<i>4x4</i> <i>50</i> <i>4x4</i> <i>50</i>	<i>4x4</i> <i>50</i> <i>4x4</i> <i>50</i>	
" in Engine and Boiler space	<i>58</i> <i>58</i> <i>58</i> <i>58</i>	<i>58</i> <i>58</i> <i>58</i> <i>58</i>		" Tie Plates outside Hatchways	<i>SA Plating increased in thickness</i>	<i>SA Plating increased in thickness</i>	
" Remainder in Holds	<i>42</i>	<i>42</i>		" Deck * <i>Iron or Steel</i> , for full lng.	<i>36</i> <i>36</i> <i>36</i> <i>36</i>	<i>36</i> <i>36</i> <i>36</i> <i>36</i>	
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>		" Wood Deck, Material & thickness	<i>38</i> <i>44</i> <i>38</i> <i>44</i>	<i>38</i> <i>44</i> <i>38</i> <i>44</i>	
" Angles on upper edge	<i>7x3x3</i> <i>44</i> <i>7x3x3</i> <i>44</i>	<i>7x3x3</i> <i>44</i> <i>7x3x3</i> <i>44</i>		Third Deck Stringer Plate, br'dth & thickness	<i>4x32</i> <i>44</i> <i>4x32</i> <i>44</i>	<i>4x32</i> <i>44</i> <i>4x32</i> <i>44</i>	
" In way of Long Bridge No. 2 hold	<i>28</i> <i>4</i> <i>27</i> <i>28</i> <i>4</i> <i>27</i>	<i>28</i> <i>4</i> <i>27</i> <i>28</i> <i>4</i> <i>27</i>		" Angles on ditto, No.	<i>4x32</i> <i>44</i> <i>4x32</i> <i>44</i>	<i>4x32</i> <i>44</i> <i>4x32</i> <i>44</i>	
" Spacing	<i>7x3x3</i> <i>44</i> <i>7x3x3</i> <i>44</i>	<i>7x3x3</i> <i>44</i> <i>7x3x3</i> <i>44</i>		" Tie Plates, outside Hatchways	<i>SA Plating increased in thickness</i>	<i>SA Plating increased in thickness</i>	
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9x32x32</i> <i>42</i> <i>9x32x32</i> <i>42</i>	<i>9x32x32</i> <i>42</i> <i>9x32x32</i> <i>42</i>		" Deck * Material and thickness	<i>Steel</i> <i>36</i> <i>32</i> <i>36</i> <i>32</i>	<i>Steel</i> <i>36</i> <i>32</i> <i>36</i> <i>32</i>	
" Angles on upper edge	<i>28</i> <i>4</i> <i>27</i> <i>28</i> <i>4</i> <i>27</i>	<i>28</i> <i>4</i> <i>27</i> <i>28</i> <i>4</i> <i>27</i>		Fourth and Fifth Deck Stringer Plate, breadth & thickness			
" Spacing	<i>7x3x3</i> <i>40</i> <i>7x3x3</i> <i>40</i>	<i>7x3x3</i> <i>40</i> <i>7x3x3</i> <i>40</i>		" Angles on ditto, No.			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>		" Tie Plates outside Hatchways			
" Angles on upper edge	<i>27</i>	<i>27</i>		" Deck, Material & thickness	<i>42</i> <i>38</i> <i>38</i> <i>38</i>	<i>42</i> <i>38</i> <i>38</i> <i>38</i>	
" Spacing	<i>62</i> <i>3</i> <i>40</i> <i>62</i> <i>3</i> <i>40</i>	<i>62</i> <i>3</i> <i>40</i> <i>62</i> <i>3</i> <i>40</i>		" Angle on ditto	<i>32x32</i> <i>38</i> <i>32x32</i> <i>38</i>	<i>32x32</i> <i>38</i> <i>32x32</i> <i>38</i>	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>28</i> <i>4</i> <i>24</i> <i>28</i> <i>4</i> <i>24</i>	<i>28</i> <i>4</i> <i>24</i> <i>28</i> <i>4</i> <i>24</i>		" Tie Plates	<i>26</i>	<i>26</i>	
" Angles on upper edge	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>		" Deck, Material and thickness	<i>PP</i> <i>3</i>	<i>PP</i> <i>3</i>	
" Spacing	<i>28</i>	<i>28</i>		Bridge Deck Stringer Plate, br'dth & thickness	<i>63</i> <i>58</i> <i>63</i> <i>58</i>	<i>63</i> <i>58</i> <i>63</i> <i>58</i>	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>		" Angle on ditto	<i>5x5</i> <i>66</i> <i>5x5</i> <i>66</i>	<i>5x5</i> <i>66</i> <i>5x5</i> <i>66</i>	
" Angles on upper edge	<i>28</i>	<i>28</i>		" Tie Plates	<i>SA Plating increased as openings</i>	<i>SA Plating increased as openings</i>	
" Spacing	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>		" Deck, Material and thickness	<i>Steel</i> <i>44</i>	<i>Steel</i> <i>44</i>	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>27</i> <i>4</i> <i>24</i> <i>27</i> <i>4</i> <i>24</i>	<i>27</i> <i>4</i> <i>24</i> <i>27</i> <i>4</i> <i>24</i>		Forecastle Deck Stringer Plate, br'dth & thickness	<i>52</i> <i>38</i> <i>38</i> <i>38</i>	<i>52</i> <i>38</i> <i>38</i> <i>38</i>	
" Angles on upper edge	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>		" Angle on ditto	<i>22x32</i> <i>38</i> <i>22x32</i> <i>38</i>	<i>22x32</i> <i>38</i> <i>22x32</i> <i>38</i>	
" Spacing	<i>28</i>	<i>28</i>		" Tie Plates	<i>Steel</i> <i>26</i>	<i>Steel</i> <i>26</i>	
" Angles on upper edge	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>	<i>6x32x32</i> <i>38</i> <i>6x32x32</i> <i>38</i>		" Deck, Material and thickness	<i>PP</i> <i>3</i>	<i>PP</i> <i>3</i>	
" Spacing	<i>27</i> <i>4</i> <i>24</i> <i>27</i> <i>4</i> <i>24</i>	<i>27</i> <i>4</i> <i>24</i> <i>27</i> <i>4</i> <i>24</i>					







## GENERAL REMARKS—(continued).

Rpt. 4.

Date of

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 53.75 ft., R.Q.D. ☒ ft., Bridge 21.33 ft., Forecastle 58.16 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

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) 2 Stk Stl (Upper Deck part W.S.) + lower Stk Stl in No 1 hold.

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_

State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside Paint & Cement Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>137.7</u>	<u>519</u>	Fore peak tank, <u>for fresh water</u>		<u>205</u>
Double bottom, under Engines and Boilers,	<u>77</u>	<u>244</u>	After peak tank,		<u>78</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>193.5</u>	<u>740</u>	Other tanks, if fitted <u>72 under Bridge</u>		<u>72</u>
Total capacity of double bottom		<u>1603</u>	(If necessary, furnish further information by sketch.)		

\* 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. 4453

Date 31.1.10

No. 417 in builder's yard.

Dates of Surveys held while building

1910 May 7. 11. 15. 17. 22. 30. Apr 4. 11. 15. 20. 27 May 3. 9. 13. 18. 24. 27  
June 1. 6. 10. 15. 20. 23. 30 July 1. 5. 7. 12. 29 Aug 3. 9. 17. 18. 22. 29. Sep 2. 9  
16. 27. 30. Oct 6. 13. 18. 20. 26. Nov 7. 10. 15. 17. 22. 25. 29 Dec 2. 7. 9. 10  
12

Surveyor's Signature

J. B. Mares  
Lloyd's Register  
Foundation

Total No. of Visits 57