

With or Without
Disconnected Erections.

STEEL STEAMER.

21 FEB 1921

Received at London Office

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

Date of completion of report *19th February, 1927* Port of *Malmö*
Survey held at *Malmö* Date, First Survey *12th February, 1926* Last Survey *1st February, 1927*
On the (State if Single, Twin, or Triple Screw) *Steel single screw "Gertrud Bratt"* Rig *2 mast schooner*

TONNAGE under (British) *1296.66*
Do. between Tonnage Dk. and 3rd and 4th Dk. (Brit.) *1296.66*
Total under Upper Dk. *1296.66*
Do. of Poop *46.00*
Do. of R.Q.Dk. *109.00*
Do. of Bridge House *59.00*
Do. of Houses on Dk. *109.00*
Do. of excess of Hatchways above Crown of Engine Room *1510.49*
Gross Tonnage (British) *1510.49*
Less Crew Space *483.357*
Less above Crown of Engine Room *183.848*
TONNAGE FOR FEES *843.28*
Less Engine Room *843.28*
Less Navigation Spaces *843.28*
Peaks etc. etc.
Register Tonnage (British) *843.28*
as cut on Beam

CLASS *100A1*
Breadth (greatest moulded) *38' 2"*
Depth, at middle of length from top of keel to top of upper deck beams at side *18' 8 1/4"*
Transverse Number *4816*
Length on deck from fore part of stem to after part of stern post *256' 0"*
Longitudinal Number *14587*
Depth "d," at middle of length (See Secs. 2 & 13) *16' 0"*
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *13.6*
" " Long Bridge Deck Beam at side to top of keel *9.9*
Destined Voyage *Gothenburg*

Built at *Malmö*
When built *1927* Launched *6th Nov, 1926*
By whom built *Yachtversta Meks Verkstad AB*
Owners *Angfartings AB Östersjön*
Managers *A. Bratt & Co*
Residence *Gothenburg*
Port belonging to *Gothenburg*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
<i>256</i>	<i>0</i>		<i>38</i>	<i>2</i>		<i>16</i>	<i>0</i>		<i>one</i>
									No. of Tiers of Beams <i>one</i>

Dimensions of Ship per Register, Length *254' 2"* breadth *38' 38"* depth *16' 33"*
Moulded depth, ft. *25* ins. *11 1/4* To Bridge Dk. Round of Upper Dk. Beam, Actual *10* ins.
Moulded depth, ft. *18* ins. *9 3/4* To Upper Dk.

FRAMING.						PILLARS.					
Inches in Ship.						Inches in Ship.					
Angles, or E or L Bars amidships	<i>7</i>	<i>3</i>	<i>36</i>	<i>7</i>	<i>3</i>	PILLARS in <i>none forecastle</i>	<i>2 1/2</i>	<i>46</i>	<i>2 1/2</i>	<i>46</i>	
Peaks	<i>5.6</i>	<i>2.6</i>	<i>30</i>	<i>5.6</i>	<i>2.6</i>	" " <i>Hold Bridge</i>					
Way of Double Bottoms at Solid Floors	<i>3</i>	<i>3</i>	<i>32L</i>	<i>3</i>	<i>3</i>	" " <i>Quarter 'tween Dks.</i>					
" " at intermdt. Bkts.	<i>5</i>	<i>2 1/2</i>	<i>30L</i>	<i>5</i>	<i>2 1/2</i>	" " <i>in Hold Double Channels</i>	<i>12 x 4 x 4 x 62</i>	<i>46</i>	<i>12 x 4 x 4 x 62</i>	<i>46</i>	
f Frames from centre to centre amidships	<i>23</i>			<i>23</i>							
" " length to Collision bulkhead	<i>23</i>			<i>23</i>							
" " in peaks	<i>23</i>			<i>23</i>							
RED FRAME, Angles <i>under eng & under boiler beams</i>											
Way of Double Bottoms at Solid Floors	<i>3</i>	<i>3</i>	<i>32</i>	<i>3</i>	<i>3</i>						
" " at intermdt. Bkts.	<i>5</i>	<i>2 1/2</i>	<i>30L</i>	<i>5</i>	<i>2 1/2</i>						
G, depth of girder	<i>7</i>			<i>7</i>							
depth and thickness of Floor Plate at mid-line for 1/2 length amidships											
Way of Engine and Boiler Spaces											
Thickness at the ends of vessel											
Depth at 1/2 the half breadth, as per Rule											
Height extended at the Bilges											
in Cell. Double Bottoms	<i>32</i>		<i>42</i>	<i>32</i>							
state if flanged (top & bottom)	<i>No</i>	<i>8.5</i>		<i>No</i>	<i>8.5</i>						
Spacing of Solid floors	<i>69</i>	<i>23</i>	<i>8.5</i>	<i>69</i>	<i>23</i>						
GIRDER, in Dbl. bottom, dpth. & thcknss.	<i>35</i>	<i>44-36</i>	<i>54</i>	<i>35</i>	<i>44-36</i>						
" Angles, Top	<i>3 x 3 x 40</i>	<i>85-80</i>	<i>3 x 3 x 40</i>	<i>85-80</i>	<i>85-50</i>						
" " Bottom	<i>3 1/2 x 3 1/2 x 44</i>	<i>42</i>	<i>3 1/2 x 3 1/2 x 44</i>	<i>42</i>	<i>42</i>						
" " to Floors	<i>ES 1/2 x 2 1/2 x 44</i>	<i>85</i>	<i>ES 1/2 x 2 1/2 x 44</i>	<i>85</i>	<i>85</i>						
Brackets at intermdt. frmng., wdth & thcknss	<i>26</i>	<i>32</i>	<i>85-42</i>	<i>26</i>	<i>32</i>						
RDERS, number on each side & thickness	<i>ES 2</i>	<i>32</i>	<i>42</i>	<i>ES 2</i>	<i>32</i>						
" state if flanged (top and bottom)	<i>No</i>			<i>No</i>							
" Angles (top and bottom)	<i>3</i>	<i>3</i>	<i>32</i>	<i>3</i>	<i>3</i>						
" " to Floors	<i>2 1/2</i>	<i>2 1/2</i>	<i>85-40</i>	<i>2 1/2</i>	<i>2 1/2</i>						
PLATE, depth (exclusive of flange) and thickness	<i>30</i>	<i>38-32</i>	<i>85-48</i>	<i>30</i>	<i>38-32</i>						
" Angle to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>						
" " Floors	<i>3</i>	<i>3</i>	<i>32</i>	<i>3</i>	<i>3</i>						
Brackets at intermdt. frmng., wdth & thcknss	<i>26</i>		<i>32</i>	<i>26</i>							
Height of Outside Brackets above at bilge	<i>12 1/4</i>		<i>12 1/4</i>								
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>48</i>	<i>38-34</i>	<i>48</i>	<i>38-34</i>							
" in Engine and Boiler space		<i>38</i>	<i>48</i>		<i>38</i>						
" Remainder in Holds		<i>33-31</i>			<i>33-31</i>						
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>6 1/2</i>	<i>3</i>	<i>44</i>	<i>6 1/2</i>	<i>3</i>						
In way of Long Bridge	<i>6 1/2</i>	<i>3</i>	<i>44</i>	<i>6 1/2</i>	<i>3</i>						
Spacing	<i>23</i>		<i>23</i>								
Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>6</i>	<i>3</i>	<i>40</i>	<i>6</i>	<i>3</i>						
Angles on upper edge											
Spacing	<i>46</i>		<i>46</i>								
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5</i>	<i>3</i>	<i>34</i>	<i>5</i>	<i>3</i>						
Angles on upper edge											
Spacing	<i>23</i>		<i>23</i>								
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>						
" Angles on upper edge	<i>4 1/2</i>	<i>3</i>	<i>34</i>	<i>4 1/2</i>	<i>3</i>						
" Spacing	<i>23</i>		<i>23</i>								

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) *47* *54-36* *47* *54-36*
" " " " br'dth & thickness (in way of Bridge) *47* *80-40* *47* *80-40*
" " " " Angle (clear of Bridge) *12 L-5 x 5* *54* *12 L-5 x 5* *54*
" " " " Tie Plate at sides of Hatchways *34-30* *34-30*
" Deck * *Iron or Steel*, for *full* lng. *34-30* *34-30*
" " Thickness (clear of Bridge) *34-30* *34-30*
" " (in way of Bridge) *34-30* *34-30*
" Wood Deck, Material & thickness *None* *None*
Second Deck Stringer Plate, br'dth & thickness
" Angles on ditto, No. *30* *30*
" Tie Plates outside Hatchways *30* *30*
" Deck * *Iron or Steel*, for *full* lng. *30* *30*
" Wood Deck, Material & thickness *None* *None*
Third Deck Stringer Plate, br'dth & thickness
" Angles on ditto, No. *30* *30*
" Tie Plates outside Hatchways *30* *30*
" Deck * Material and thickness *30* *30*
Fourth and Fifth Deck Stringer Plate, br'dth & thickness
" Angles on ditto, No. *30* *30*
" Tie Plates outside Hatchways *30* *30*
" Deck, Material & thickness *30* *30*
Poop Deck Stringer Plate, breadth & thickness
" Angle on ditto *3 x 3 x 30* *3 x 3 x 30*
" Tie Plates *30* *30*
" Deck, Material and thickness *30* *30*
Bridge Deck Stringer Plate, br'dth & thickness
" Angle on ditto *3 1/2 x 3 1/2 x 36* *3 1/2 x 3 1/2 x 36*
" Tie Plates *30* *30*
" Deck, Material and thickness *30* *30*
Forecastle Deck Stringer Plate, br'dth & thickness
" Angle on ditto *3 x 3 x 30* *3 x 3 x 30*
" Tie Plates *30* *30*
" Deck, Material and thickness *30* *30*

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

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WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. BULKHEADS. STIFFENERS. FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A x D* Table 22. Speed. Main-Piece, diameter at head. at heel. RUDDER, how constructed. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? 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. Are the Hatch Valves and Watertight Doors in efficient working order? Has the Steel been tested as required by the Rules?

PLATING.										RIVETING.									
STRAKES.										EDGES, Ordinary or jogged?									
AS IN SHIP.										BUTTS.									
PER RULE OR AS APPROVED.										RIVETS.									
AMIDSHIP.										STRAIPS.									
Breadth.										IF LAPPED.									
Inches.										Breadth.									
Thickness.										For what Length.									
Inches.										Inches.									
FLAT PLATE KEEL.....	43	54	50	50	43	54	50	50	50	Double	5 1/4	7/8	3 7/8	Tabl.	7/8	3 1/8		9	full
GARBOARD or A Strake	72.5	44	44	38		44	38			"	4 1/2	3/4	3 1/4	Tabl. - Dbl.	7/8	3 1/4		8-5 1/2	"
State actual thickness in way of Double Bottom.	B	72.5	44	44	38		44	38		"	4 1/2	3/4	3 1/4	" - "	3/4	"		8-5 1/2	"
	C	66.5	44	44	38		44	38		"	4 1/2	3/4	3 1/4	" - "	3/4	"		8-5 1/2	"
	D	75	44	50	38		44	38		Single	2 1/2	3/4	3 1/4	" - "	3/4	"		8-5 1/2	"
	E	72	42	60	38		42	38		"	2 1/2	3/4	3 1/4	" - "	3/4	"		8-5 1/2	"
	F	54	52	38	38	54	52	38		"	2 1/2	3/4	3 1/4	" - "	3/4	"		8-5 1/2	"
Main sheet	G	47	60	38	38	47	60	38		Bridge, Dbl. - Sgle	5 1/4	2 1/8	3 1/4	" - "	7/8	3 1/4	3 1/8	9-5 1/2	"
Bridge side	H	87	42			87	42							Quad. - Dbl.	3/4	3		10	"
	J																		
	K																		
	L																		
	M																		
	N																		
	O																		
	P																		
	Q																		
	R																		
	S																		
	T																		
	U																		
	V																		
	W																		
THICKNESS OF SHEER STRAKE			60	38		60	38												
CLEAR OF LOWER BRIDGE			52	38		52	38												
DO. OF STRAKE BELOW																			
Depth of Flat Plate Keel at Breaks																			
Sheerstrakes		90																	
Length and thickness.																			
POOP SIDES				30															
SHORT BRIDGE SIDES		42																	
FORECASTLE SIDES			32																

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

Upper Deck Butts, Tabl riveted for 3/5 length amidship. Stringer Plate Straps, single, double or overlapped for 1/1 length amidship. Second Deck Butts, riveted for length amidship. Stringer Plate Straps, single or overlapped for length amidship. Butts of Side Stringers riveted. Tie Plates riveted. Inner Bottom Plating, riveting of Edges Single Butts Dbl - angle. Centre Girder Butts, Tabl - Dbl riveted. Keelson Butts, riveted. Frames, riveted through Plates with 3/4 in. Rivets, about 5 1/4 apart. Rivets, state whether Iron or Steel Steel.

FRAMES extend in one length from margin plate to upper & erection decks alternately State if ordinary or jogged ordinary. REVERSED FRAMES on floors and frames extend from State if ordinary or jogged

MASTS, SPARS, &c. LOWER MASTS. Fore Main Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. Suit of. Sails, and the following spare sails.

Form No. 1A

EQUIPMENT No. 15372				LETTER 9				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS					
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.
1079	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Green Patent Stockless	Ned. Cable & Anchor Works	N.V. Ned. Zitting & Kijft
1077	2nd „ ...	32	3	24	✓	✓	✓	30	17	0	0				"	"	"
1078	3rd „ ...	28	2	24	✓	✓	✓	28	0	0	0				"	"	"
	4th „ ...																
	Collective weight.	95	1	8	✓							194	0	0			
1072	Stream	8	2	7	2	1	14	10	17	0	0	8	2	0	Ord. stock anchor	"	"
	Kedge.....																

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 19.3.8 cwt. H. H. 4290. 6th December, 1926.
2nd " 19.2.12 " " 4289. 6th " 1926.
3rd " 17.2.2 " " 4288. 1st " 1926.
4th " " " " " " " "

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.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.	
	Length.	Diam.	Statutory.	Supplied.	Per Rule.	Length.	Diam.				Length.	Cir.	Tons.	Length.	Cir.
1331	150	1 1/16	51.50071	150	23.0.14	240	1 1/16	Stud N.V. Ned. Anker & Kettingsfabr.	Rotterdam 25/10/26 K. Kijft	TOWLINE	90	3 1/2	26	90	3 1/2
1347	90	1 1/16	51.50071	150	13.1.14					HAWSERS & WARPS	180	2 1/4		180	2 1/4
										" "	180	1 3/4		180	1 3/4
Iron-Stream Chain—of Steel Wire	75	4"		33		75	4"			" "					

Boats Two life boats **Steering Gear, Steam** Patent **Steering Gear, Hand** Ordinary
Pumps, Number None **Diameter of Barrel** ✓ **State whether they are in efficient working order** ✓
Windlass is Patent stream **Capstan** Patent stream
Engine Room Skylights.—How constructed? Steel coamings **What arrangements for deadlights in bad weather?** Bulls eyes
Coal Bunker Openings.—How constructed? Bull angles (main deck) **How are lids secured?** Warping & cleats **Height above deck?** 9"
Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** 3 scuppers each side of each well and 5 freeing ports 3'4" x 1'8"
Ceiling in Holds, thickness and material 2 1/2" pine **Cargo Battens,** thickness and material 2" pine
Cargo Hatchways.—How formed? Steel coamings **Hatches,** If strong and efficient? yes
State size No. 1 Hatch (Forward) 23' x 18' **No. 2 Hatch** 23' x 18' **No. 3 Hatch** 26'10" x 18' **No. 4 Hatch** 23' x 18'
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Nos. 1, 2 & 4—Three. No. 3—Four
No. of Breasthooks 2 stringers **No. of Crutches** Deep floors
Bulwarks, height above deck and description 5'6" steel plating **Main Rail, material and size** Steel bull angle railing 6' x 3' x 3/4"
The foregoing is a correct description.
Builder's Signature (here only) W. M. M. M. Surveyor's Signature W. M. M. M. Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

Correspondence between Walmö and Gothenburg.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed and closely fitted

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? 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

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 vessel has been built under the usual conditions of survey in accordance with plans approved of by the Gothenburg office. The principal dimensions are the same as of the Builders' s/s "Burgundia", "Aidennia", "Ornö" & "Tryken".

Intermediate frames fitted from stem to frame No. 115 from above load line to lower painting stringer. Bowplating increased in thickness as above. Ballast tanks tested as per rule. Decks, bulkheads and tunnel tested by water from a hose.

The workmanship is good.

Attached please find midship section and profile plan of vessel as built.

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, and list of plans should be embodied in report.

The amount of Entry Fee \$ 91.00 Fees applied for, 18/2, 1927
Special Survey Fee \$ 2739.10 Received by me, 21.3.1927
Travelling Expenses, if any \$ 3.40

State whether the Vessel has been built under Special Survey yes

I am of opinion this Vessel should be Classed 100 A1

With, or without Freeboard, as condition of Class X

Committee's Minute

Character assigned

FRI. 25 FEB 1927

100 A1

Lloyd's A.C.P.

+ L.M.C. 2:24
0.9.

My



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Lloyd's Register Foundation

WS48-0176 2/2

GENERAL REMARKS—

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20 ft., R.Q.D. ☒ ft., Bridge 69.9 ft., Forecastle 25 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 Deck (Pl.) 1 Pl. B.

Official No. 7317 ; Signal Letters K.G.D.S. State if Machinery is fitted aft No

If bottom of Vessel has been coated Inside Yes Outside Yes give particulars of paint or other composition Red lead, cement & water compound

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system. Yes.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.
Double bottom, aft, <u>No. 5</u>	<u>69</u>	<u>131</u>	Fore peak tank,	
Double bottom, under Engines and Boilers,			After peak tank,	
Double bottom, if under Engines only, <u>No. 4</u>	<u>28.75</u>	<u>71</u>	Deep tank, aft,	
Double bottom, if under Boilers only, <u>(Dry tank) No. 3</u>	<u>77.75</u>		Deep tank, forward,	
Double bottom, forward, <u>No. 1 & 2</u>	<u>44.08 + 53.67</u>	<u>201</u>	Other tanks, if fitted,	
	Total capacity of double bottom	<u>403</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. 51

Date 19th Feb., 1926

No. 151 in builder's yard.

DATES OF SURVEYS held while building

12/2, 15/2, 9/3, 18/6, 29/6, 14/7, 16/7, 30/7, 4/8, 12/8, 23/8, 27/8, 3/9, 4/9, 6/9, 14/9, 15/9, 18/9, 22/9, 12/10, 15/10, 16/10, 20/10, 22/10, 25/10, 29/10, 29/10, 4/11, 6/11, 10/11, 12/11, 13/11, 2/12, 6/12, 7/12, 13/12, 15/12 - 1926. 7/1, 10/1, 21/1, 22/1, 28/1, 24/1, 25/1, 26/1, 27/1, 28/1, 31/1 1/2 - 1927.

Total No. of Visits

Surveyor's Signature

Lloyd's Register Foundation