

3 Decks.

IRON OR STEEL STEAMER.

FRI. 25 OCT 1907

Received at London Office.

Date of completion of report 22 October 1907
Survey held at *Glensburg*
On the *Steel screw steamer Hanau*
Tonnage under Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. 3928.56
Total under Upper Dk. 3928.56
Do. of Poop
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Dk.
Do. of excess of Hatchways
Do. above Crown of Engine Room... 4213.10
Crew Space above Crown of Engine Room... 4213.0
Engine Room
Navigation Spaces
Master Tonnage (out on Beam...) 2628.2
State if Report is also sent on the Machinery of the Vessel *Yes*
Port of *Hamburg*
Date, First Survey *10 May 1907*
Last Survey *18 October 1907*
Rig *two masts*
Master *H. Prohn*
Year of appointment (1) As Master in service of owner of present vessel: 1900
(2) As Master of this vessel: *Oct. 1907*
Built at *Glensburg*
When built *1907* Launched *24 Sept 07*
By whom built *Glensburger Schiffbau. Ges.*
Owner *Deutsch. Australische Dampfschiffahrt. Gesellschaft.*
Residence *Hamburg*
Port belonging to *Hamburg*
If Surveyed while Building, Afloat, or in Dry Dock *yes*THREE DECKED VESSEL.
CLASS 100A1Half Breadth (moulded) 25.33
Depth from upper part of Keel to top of Upper Deck Beams (with the normal round up of beam) 28.82
Girth of Half Midship Frame (as per Rule) 50.50
deduct 7 feet 7.00
1st Number 94.65
Length on deck from after part of stem to fore part of stern post 389
2nd Number 37830
Proportions—Breadth to Length 7.46
Depth to Length—Upper Deck to top of Keel 13.43
Main Deck ditto 18.52
Destined Voyage *Australia*No. of Decks with flat laid 4
No. of Tiers of Beams 2
Round of Upper Dk. Beam, Actual 13 ins.
Dimensions of Ship per Register, Length 389.8 breadth 51.0 depth 25.2 Moulded depth, ft. 27 ins. 9 To Upper Dk.

FRAMING.				FORGINGS or CASTINGS.				Inches in Ship.		Inches per Rule. Or as Approved.		
NAME, Angles, or Bars for 1/2 length amidships	Inches in Ship	Inches in Ship.	20ths in Ship.	Inches per Rule Or a	Inches per Rule	20ths per Rule	As Approved.					
o. for 1/2 at each end	4 3/4	3 1/2	10.5	4 3/4	3 1/4	10.5		11 5/8 x 3/8	11 5/8 x 3/8			
o. in way of Double Bottoms at Solid Floors	4 3/4	3 1/2	9	4 3/4	3 1/2	9		11 5/8 x 7/4	11 5/8 x 7/4			
" " at intermdt. Bkts.								11 5/8 x 7/2	11 5/8 x 7/2			
ance of Frames from moulding edge to moulding edge, all fore and aft		26 1/2			26 1/2			9 7/8	9 7/8			
VERSE FRAME, Angles, 2x4 1/2	4	4	10	4	4	10		7 1/2 x 6 3/8	7 1/2 x 6 3/8			
EP FRAMING, depth of girder								RUDDER, how constructed <i>Steel casting bolted coupling</i>		23/20		
DORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships			9x11			9x11		Can the Rudder be unshipped afloat?		yes		
in way of Engines and Boilers			8			8		KEELSONS & STRINGERS.				
thickness at the ends of vessel								Inches in Ship	Inches in Ship.	20ths in Ship.	Inches per Rule Or a	
depth at 1/2 the half breadth, as per Rule		58			58							
height extended at the Bilges		45	9		45	9						
DOORS & BRACKETS in Cell Dble Bottoms		26 1/2			26 1/2							
" Distance apart		45	14x9		45	14x9						
TRE GIRDER, in Double bottom, depth and thickness	4 1/2	4 1/2	10	4 1/2	4 1/2	10						
" Angles, Top	4 1/2	4 1/2	12	4 1/2	4 1/2	12						
" Bottom	4 1/2	4 1/2	9	4 1/2	4 1/2	9						
E GIRDERS, number on each side & thickness	3 1/2	3 1/2	8	3 1/2	3 1/2	8						
" Angles	33 1/2	10		33 1/2	10							
GIN PLATE, depth (exclusive of flange) and thickness	4	4	10	4	4	10						
" Angles to Outside Plating	45	10		45	10							
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake			10x12			10x12						
" in Engine and Boiler space			8			8						
" Remainder in Holds	11	3 1/2	15	11	3 1/2	15						
MS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		53			53							
" Angles on upper edge	8	3 1/2	11	8	3 1/2	11						
Average space		26 1/2			26 1/2							
MS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11	6	12	11	6	12						
" Angles on upper edge		53			53							
Average space												
MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	4	3	9.5	4	3	9.5						
" Angles on upper edge		26 1/2			26 1/2							
Average space												
MS, Hold, or Orlop, Plate or Tee Bulb												
" Angles on upper edge												
Average space												
MS, Poop Deck, Single Angle, Bulb Angle, Plate or Tee Bulb												
" Angles on upper edge												
Average space												
MS, Bridge Deck, Single Angle, Bulb Angle, Plate or Tee Bulb												
" Angles on upper edge												
Average space												
MS, Forecastle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb												
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Average space												
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PLATING. RIVETING. AS IN SHIP. PER RULE OR AS APPROVED. STRAKES. AMIDSHIP. FORWARD. AFT. Double. Edges. Rivets. Butts. Straps. If Lapped. Flat Plate Keel. Garboard of A Strake. B. C. D. E. F. G. H. J. K. L. M. N. O. P. Q. R. Doubling of Flat Plate Keel. Length and thickness of Bilges. Length and thickness of Sheerstrakes. Length and thickness of Strake below. Poop Sides. Bridge Sides. Forecastle Sides. 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. : Open Hearth Process. Reiter, Smith Durham, Black & Co. Langham St. Moine. Anglo Bohemian Long, Moine. Mulhaugen, Bremen. Long, Geo. Muller, Bremen Long, & Co. Bremen, Bremen. Has the Steel been tested as required by the Rules? Yes. FRAMES extend in one length from margin plate & centre to Upper, Poop, Bridge & Forecastle deck Bull angle framing. REVERSED FRAMES on floors and frames extend from middle deck to 2 feet below frame brackets in Holds No 2, 4 & 5 and in Engine & Boiler spaces. Double reverse angles in tank floor in Engine space & in way of Ruler, beams. MASTS, SPARS, &c. Lower Mast, Main Mast, Mizzen Mast. Bowsprit. Topmasts, Yards and Remainder of Spars. Lower Mast, Main Mast, Mizzen Mast. Rigging, Material and Size, Shrouds, Fore Shrouds, Main Shrouds, 3/4. Stays, Fore 5", Main 4 1/2", Mizzen 3 1/2". Sails, Canvas. Suit of Stay Taps, Sails, and the following spare sails. EQUIPMENT No. 45700 LETTER Y. ANCHORS. Number of Certificate. Anchors. Weight, Ex. Stock. Weight of Stock. Test, Per Certificate. Weight Required by Table 22. Description of Anchor. Makers. Where and when tested and Superintendent. 59764 1st Bower ... 61 1 0 ... 49 0 2 14 ... 60 0 0 ... 59767 2nd ... 59 1 12 ... 49 19 2 21 ... 60 0 0 ... 59766 3rd ... 53 3 26 ... 44 15 0 0 ... 50 2 0 ... 4th ... 194 2 10 ... 140 2 0 ... 6760 Stream ... 14 2 0 ... 16 0 0 0 ... 16 2 0 ... 6761 Kedge ... 9 1 0 ... 9 8 0 0 ... 9 8 0 0 ... CHAIN CABLES. Number of Certificate. Fathoms. Size. Test per Certificate. Weight of Chain Cable. Fathoms and Size per Table 22. Description. Makers of Cables. When and where tested, and Superintendent. 4212 290 2 3/4 ... 665 3.0 ... 290 2 3/4 ... 54 lbs ... 6000 ... 90 4 3/4 ... 90 4 3/4 ... HAWSERS AND WARPS. Number of Certificate. Fathoms. Size. Test per Certificate. Weight of Hawser or Warp. Fathoms and Size per Table 22. Description. Makers of Cables. When and where tested, and Superintendent. 4212 290 2 3/4 ... 665 3.0 ... 290 2 3/4 ... 54 lbs ... 6000 ... 90 4 3/4 ... 90 4 3/4 ...

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) M. 22 Oct 06. 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? plating mostly jagged. 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 plating? no. Are the butts of Plating, Stringers, &c., properly shifted and strapped? and overlapped. Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? yes. State results of tests. found tight. Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? yes. State results of tests. found tight. General Remarks (State quality of workmanship, &c.). This steel screw steamer has been built in conformity with the approved plans, and in all respects in accordance with the Rule requirements. The Bull angles are of English section, and therefore vary a little in dimensions from those used in the sister vessel. The steel materials used in the construction, have been manufactured & works approved by the Committee, and tested by the Society's Surveyors as required by the Rules. The workmanship throughout is in all respects, in conformity with the Committee's intentions. The Cellulose double bottom, and peaks have been fitted and tested to above load draft, and found tight, bullheads in holds, and tunnel tested with a hose found satisfactory. In view of pillars below middle deck in No 2 hold, fore girders as approved have been fitted. The Rule requirements have in all other respects been complied with. The floors are lightened with 5 manholes as in the previous sister vessel. First Report No 9864 and is also a sister vessel to Hagen, No 9407, Reichenbach, No 9444, Plauen, No 9623, and Neuminder No 9403. The Surveyor should state the Number of Report and Name of any Sister Vessel. PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34.5 ft., Bridge Dk. 14.5 ft., F'castle 50.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. Poop and Bridge are joined. Two steel decks, two tiers of Beams, Lower deck in Holds No 1 & 3. 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). Two S.I.C. dks, 2 tiers of Beams. Lower deck in Holds 1, 3. Official No. ; Signal Letters. How are the surfaces preserved from oxidation? Inside Claphall in bottom. Holds oil paint. Outside. Paint and oil 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. 121.6 342. Fore peak tank, Double bottom, under Engines and Boilers. 19.10 96. After peak tank, Double bottom, if under Engines only. 22.3 84. Midship deep tank, Double bottom, if under Boilers only. 194.6 538. Other tanks, if fitted, Double bottom, forward. (If necessary, furnish further information by sketch.) State whether the above have been tested as required by the Rules. yes. Order for Special Survey No. 10, 25, 28 May, 8, 11, 18 June, 5, 10, 18, 30 July, 12, 16, 19, 29 August, 19, 24 September, 1, 9, 14, 18 October. Date. No. 275 in builder's yard. Total No. of Visits 20 days. The amount of Entry Fee ... Mks : 105. Special Survey Fee ... Mks 26 5/5. Travelling Expenses, if any Mks : 26 5/5. Fees applied for, 18 Oct 1907. Received by me, 21 Oct 1907. Certificate to be sent to Hamburg Office. State whether the Vessel has been built under Special Survey. Special Survey. I am of opinion this Vessel should be Classed 100A1 T & A.C.P. With, or without Freeboard, as condition of Class. without freeboard. Surveyor to Lloyd's Register of British and Foreign Shipping. Committee's Minute. Character assigned. 100A1. Lloyd's Register of British and Foreign Shipping. W 590-00472.