

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 9555

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

MON. MAR 11 1907

Port of *Hamburg* Date of completion of Report *8th March 1907* Received at London OfficeSurvey held at *Hamburg* Date, First Survey *3 August 1906* Last Survey *4 March 1907*On the *steel screw propeller steamer* *SCHLESSEN* Rig *Two Masts*TONNAGE under Tonnage Deck... *5246*

Do. between Tonnage Dk. and 3rd Ath. Spar or Awning Dk.

Total under Upper Dk. *5246*

Poop

Bridge House

Forecasts

Houses on Deck

excess of Hatchways

ve Crown of

ne Room ..

Tonnage

new Space

ove Crown of

ne Room ..

GE FOR FEES...

ngine Room

avigation Spaces

ter Tonnage

t on Beam....

SPAR, AWNING OR BART AWNING-DECKED VESSEL,

or a vessel having a continuous Strake Deck.

CLASS *100A1*

Feet.

Half Breadth (moulded) .... *27.45*Depth from upper part of keel to top of Main Deck Beams *24.50*Girth of Half Midship Frame (as per Rule) .... *48.35*1st Number .... *100.30*Length .... *421.25*2nd Number .... *42251*Proportions—Breadths to Length .... *7.67*Depths to Length—Main Deck to top of Keel .... *17.36*Destined Voyage *La Plata*Master *L. Madsen*

Year of Appointment (1) As Master in service of owner of present vessel:—18 (2) As Master of this vessel:—18

Built at *Hamburg*When built *1904* Launched *30 Jan. 07*By whom built *Hamburger Schiffsbau Ges*Owners *Norddeutscher Lloyd*

Managers

(Where necessary to be entered in Reg. Book.)

Residence *Bremen*Port belonging to *Bremen*If Surveyed while Building *float, or in Dry Dock* *yes*

Feet. Inches. BREADTH, top of Floors to Spar or Awning Dk. Beams Feet. Inches. DEPTH, top of Floors to Spar or Awning Dk. Beams Feet. Inches. Power of Engines Horse. No. of Decks with flat laid No. of Tiers of Beams

Moulded *421 3* Moulded *54 11* Do. *28.6* Spar or Awning Dk. *20.4* Main Deck. *23 1* To Main Dk. *13 1/2* ins. Round up of *13 1/2* ins. Beam, Main Dk.)Dimensions of Ship per Register, Length *421.3* breadth *55.1* depth *28.6* Spar or Awning Dk. *20.4* Main Deck.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches per Rule.	Inches per Rule.
ME, Angles, or $\frac{1}{2}$ or $\frac{3}{4}$ Bars, for $\frac{1}{2}$ length amidships	8	3 1/2	11 1/8	KEEL, Bar or Side Plates, depth and thickness	11 1/2 x 3 1/8	11 1/2 x 3 1/8	
for $\frac{1}{2}$ at each end	8	3 1/2	10 1/8	STEM, moulding and thickness	11 1/2 x 7 1/2	11 1/2 x 7 1/2	
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	10 1/3 1/2	STERN-POST for Rudder do. do.	11 1/2 x 7 1/2	11 1/2 x 7 1/2	
at intermdt. Bkts.				" " for Propeller	10 1/2	10 1/2	
nee of Frames from moulding edge to				MAIN PIECE of Rudder, diameter at head	8 0	8 2	
ilding edge, all fore and aft.				do. at heel			
ERSED FRAME, Angles, <i>to Main Deck</i>	6 1/2	3 1/2	10 1/9 6 1/2	RUDDER, how constructed <i>single plate, forged shaft, Roped arms</i>			
P FRAMING, depth of girder		10 1/2		Can the Rudder be unshipped afloat? <i>yes</i>			
ORS, depth and thickness of Floor Plate							
at mid-line for $\frac{1}{2}$ length amidships				KEELSONS AND STRINGERS.			
in way of Engines and Boilers				CENTRE LINE KEELSON, Vertical Plate above			
thickness at the ends of vessel				floors, Through Plate, or Intercoastal Plate			
depth at $\frac{1}{2}$ the half-bdth. as per Rule				" Rider Plate			
height extended at the Bilges				" Bulb Plate to Intercoastal Keelson			
ORS & BRACKETS, in Cell Dble Bottoms				" Horizontal Plates on Floors			
Distance apart				" Angles			
TRE GIRDER, in Double bottom, depth				SIDE KEELSON, Angles			
and thickness				" Bulb or Plate above floors, for			
" Angles, Top				" Intercoastal Plate, for			
" Bottom				Attached to outside plating with Angle			
GIRDERS, number and thickness				BILGE KEELSON, Angles			
Angles				" Bulb or Plate above floors, for			
GIN PLATE, depth (exclusive of flange)				" Intercoastal Plate, for			
and thickness				Attached to outside plating with Angle			
Angles				BILGE STRINGER Angles			
ER BOTTOM PLATING, breadth and				" Bulb or Plate, for <i>whole</i> length			
thickness of Middle Line Strake				" Intercoastal Plate, for <i>whole</i> length			
" thickness in Engine and Boiler space				Attached to outside plating with Angle			
Remainder in Holds				2 SIDE STRINGER Angles			
MS, Spar or Awning Deck, <i>Single Angle</i>				" Bulb or Intercoastal Plate, for <i>1/2</i> lng.			
Bulb Angle, <i>Plate or Tee Bulb</i>				Attached to outside plating with Angle			
Angles on upper edge <i>UNDER EXTERIORS</i>				Spar, or Awning Deck Stringer Plates,			
Average space				breadth and thickness			
MS, Main Deck, <i>Single Angle, Bulb</i>				" Angle on ditto			
Angle, <i>Plate or Tee Bulb</i>				" Tie Plates, fore and aft, outside Hatchways			
Angles on upper edge				" Diagonal Tie Plates, No. of prs			
Average space				" Deck, <i>Iron or Steel</i> , for <i>whole</i> lng.			
MS, Lower Deck, <i>Single Angle, Bulb</i>				" Wood Deck. Material and thickness			
Angle, <i>Plate or Tee Bulb</i>				Main Deck Stringer Plate, breadth & thickness			
Angles on upper edge <i>OF NO. 1 HATCHWAY</i>				" Angles on ditto, No.			
Average space				" Tie Plates, outside Hatchways			
MS, Hold, or Orlop, Plate or Tee Bulb				" Diagonal Tie Plates, No. of prs			
Angles on upper edge				" Deck, <i>Iron or Steel</i> , for <i>whole</i> lng.			
Average space				" Wood Deck. Material and thickness			
MS, Poop Deck, <i>Angle, Bulb Angle, Plate</i>				Lower Deck Stringer Plates, br'dth & thickn's			
or <i>Tee Bulb</i>				Angles on ditto, No.			
Angles on upper edge				" Tie Plates, <i>outside Hatchways</i>			
Average space				" Deck, <i>Material and thickness</i>			
MS, Bridge Deck, <i>Angle, Bulb Angle, Plate</i>				Hold, or Orlop Stringer Plate, br'dth & thickn's			
or <i>Tee Bulb</i>				" Angles on ditto, No.			
Angles on upper edge				" Tie Plates, outside Hatchways			
Average space				" Deck. Material and thickness			
MS, Forecastle Deck, <i>Angle, Bulb Angle</i>				Poop Deck Stringer Plate, breadth & thickness			
Plate or Tee Bulb				" Angles on ditto			
Angles on upper edge				" Tie Plates			
Average space				" Deck. Material and thickness			
CLARS, In tween Deck, size and spacing				Bridge Deck Stringer Plate, br'dth & thickness			
" Hold				" Angle on ditto			
" Quarter, tween Dks., "				" Tie Plates			
" in Hold				" Deck. Material and thickness			
WEB FRAMES, In Fore Body, No. and spacing				Forecastle Deck Stringer Plate, br'dth & th'kns			
" No. of Side Stringers				" Angle on ditto			
WEB FRAMES, In E. & B. Space, No. & spacing				" Tie Plates			
br'dth. & thickness				" Deck. Material and thickness			
WEB FRAMES, In After Body, No. and spacing				Are the outside Plates doubled two spaces of Frames in length? <i>Cracked connections</i>			
br'dth. & thickness							
" No. of Side Stringers							
" Size of Angles <i>or Tee Bars</i> to Web Frames							
BRACKET PLATES to Stringers between							
Web Frames, depth and thickness							

## PLATING.

## RIVETING.

STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.			
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		RIVETS.		DOUBLE OR TROUBLE AND FOR WHAT LENGTH.		RIVETS.		STRAPS.	
	Breadth.	Thickness.	Thickness.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.
FLAT PLATE KEEL (If Bar Keel, state Riveting) GABBOARD or A Strake	48	22	14	14	14	22	48	22	double	6"	1"	3 1/2	double	1 1/8	4	2 1/2
B "	54	14	13	13	13	14	54	14	"	6"	1"	3 1/2	"	1 1/8	4	2 1/2
C "	63	12	12	12	12	12	63	12	"	5 1/4"	7/8	3 1/2	"	7/8	3 1/2	12
D "	63	12	12	12	12	12	63	12	"	"	"	"	"	"	"	"
E "	63	12	12	12	12	12	63	12	"	"	"	"	"	"	"	"
F "	63	13	10	10	10	13	63	13	"	"	"	"	"	"	"	"
G "	63	13	12	12	12	13	63	13	"	"	"	"	"	"	"	"
H "	63	13	12	12	12	13	63	13	"	"	"	"	"	"	"	"
J "	63	13	12	12	12	13	63	13	"	"	"	"	"	"	"	"
K "	63	13	10	10	10	13	63	13	"	"	"	"	"	"	"	"
L "	64	15	10	10	10	15	64	15	"	6"	1"	3 1/2	"	1"	3 1/2	"
Spar Sheer	46	15	11	11	11	15	46	15	"	6"	"	"	"	"	19	11 1/2
Bridge	85	13.5				85	13.5		"	6"	"	"	"	"	20	14
O "									"	"	"	"	"	"		
P "									"	"	"	"	"	"		
Q "									"	"	"	"	"	"		
DOUBLING of Flat Plate Keel																
Length and thickness of Bilges	doubled from within Bridge				3 1/2				15							
Length and thickness of Sheerstrakes	doubled from within Bridge				3 1/2				15							
Length and thickness of Strake below																
POOP SIDES						5/20			single	2 1/2	3/4	3/8	double	3/4	2 1/2	5
BRIDGE SIDES		13.5							double	6	1	3 1/2	quad	1"	3 1/2	14
FORECASTLE SIDES									single	2 1/2	3/4	3/8	double	3/4	2 1/2	5

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. *Simons Martin Open Heart Process*  
 Plates of Plating, South, Durham, Steel Iron Coy  
 Angles, Dorman, Keung  
 Bulbangles, Dorman, Keung  
 " " Palmers.

Spar or Main (Butts, treble riveted for *head lapped 1/2* length amidship.  
 Stringer Plate (Straps, single, double or overlapped for *whole* length amidship.  
 Main Stringer (Butts, treble riveted for *whole* length amidship.  
 Plate (Straps, single, double or overlapped for *whole* length amidship.  
 Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *treble*  
 Inner Bottom Plating, riveting of Edges *double* Butts *double*  
 Centre Girder Butts, *quad lapped* riveted Keelson Butts, *treble* riveted.  
 Frames, riveted through Plates with *7/8* in. Rivets, about *5 1/2* apart.  
 Rivets, state whether Iron or Steel. *Steel of best mild quality.*

FRAMES extend in one length from *bulkhead to centre* to Spar, Poop, Bridge & Forecastle decks. Bulbangle framing  
 REVERSED FRAMES on floors and frames extend from *deep framing reverse angles on Bulbangle framing*  
 " " *on bulkheads from Main plate to Main plate, double in Engine space & after space*  
 " " *deep framing at long bulkheads to Spar deck as approved.*

## MASTS, SPARS, &amp;c.

LOWER MASTS...	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	Steel	100' 81"	24" x 5/16"	24" x 5/16"	20" x 1/2"	11" x 1/2"	Two			double	treble lapped
Main	"	139' 69"	"	"	"	"	"			"	"
Mizen	"	"	"	"	"	"	"			"	"
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds	Steel 4" x 4" at Fore Mast 4" x 3" at Main Mast.	Stays	5 1/4", 4 1/2", 3 1/2", 2 3/4"								
Sails.	Best Canvas	Suit of Stay and Toppails	Sails, and the following spare sails								

EQUIPMENT No. 52270 LETTER A +

## ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
58534	1st Bower	64	1	20	52	7	2	0	68	0	0	Hall's Stocks	Hungley Bros
58531	2nd "	66	0	26	51	13	0	14	68	0	0	"	Nelson 31 Dec 06
58528	3rd "	66	0	15	57	13	0	4	58	2	0	"	"
	Collective weight	199	3	5					194	2	0	"	"
58574	Stream	19	2	6	20	8	1	21	19	0	0	Ordinary	H. Green
58579	Kedge	8	1	0	2	0	24	10	8	0	0	"	Nelson 31 Dec 06
	2nd Kedge											"	"

## CHAIN CABLES.

## HAWERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
40540	135	2 1/2"	134.5	364.08	700.34		Steel	Hungley	Nelson 22 Feb 06	TOWLINE	120	5 1/4"	65	12005 1/2"
40543	135	"	"	364.049	700.27		hulk	"	" 23 " 06	HAWSER	180	3 1/2"	15	18003 1/2"
				728.027						WARP	180	2 1/2"	12.5	18002 1/2"
40544	90	5	59		90.05	90.05	Section							

Boats, 2. *Life. Francis patrol. 28 ft 8.0 x 3.3. Ymo mast 18.0 x 5.9 x 2.6*  
 Pumps, Number *Downer connected to Bridge suction (hand) 5" Diameter of Barrel and Tail Pipe 2"*  
 Windlass is *Clarke Chapman System for steam hauls. Capstan none*  
 Engine Room Skylights.—How constructed? *of Steel 10 feet above Bridge deck*  
 What arrangements for deadlights in bad weather? *cones.*  
 Coal Bunker Openings.—How constructed? *Steel. 30" height. Bridge How are lids secured? solid 2 1/2"*  
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. *6 Scuppers on each side. Open Bulwarks at Fore and Aft.*  
 Ceiling in Holds, thickness and material *at Holdways 2 1/2"* Ceiling 'tween Decks, thickness and material *Pine 8 x 2" spaced 6"*  
 Cargo Hatchways.—How formed? *Steel coaming ground corners. Height above deck 30" Hatch 3 Hatches. If strong and efficient? yes.*  
 State size No. 1 Hatch (Forward) *20-10 x 14.0* No. 2 Hatch *31.3 x 16* No. 3 Hatch *24.1 x 14* No. 4 Hatch *20-10 x 14*  
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *No. 1 & 4 one Web plate. No. 2 & 3 each 3 Web plates, and three Fore and Afters to each Hatchway. Solid 3" Pine* No. of Breasthooks *6* No. of Crutches steel decks *4 x 3 x 10 1/2"*  
 Bulwarks, height above deck and description *Steel 7/8" height 48" Slaps 2" spaced 60" Main Rail, material and size 4 x 3 x 10 1/2"*  
 The above is a correct description.

Builder's Signature (here only) *W. H. Schmitt* Surveyor's Signature *Geo. Dykes*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)  
*M 28 June M. 6 013 July M. 13 August 06.*

Workmanship. Are the butts of plating planed or otherwise fitted? *butts planed, and mostly overlapped*

Is the riveted work properly closed? *yes*

Are the liners between the frames and plates solid single pieces? *plating jagged.*

to plate, &c., conform well to each other? *yes*

from the faying surfaces? *yes*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *and overlapped.*

General Remarks (State quality of workmanship, &c.)

*This steel screw Spar deck steamer has been built in accordance with the approved amended plans, the requirements embodied in the Secretary's letters dealing with this case and the Rules in all other respects complied with. The workmanship throughout is of the best quality all parts conforming well with each other and carefully fitted together.*

*The steel materials used in the construction have been manufactured at works approved by the Committee and tested by the Society's Surveyors in accordance with the Rule requirements.*

*The cellular double bottom, and peaks, have been tested as required by the Rules and found tight. Bulkhead in holds. Tunnel and decks tested with a hose and found tight.*

*The Bridge Sections in holds have been connected to a Davinton pump, and in the Forepeak there is a hand pump. These have been tested and found to work satisfactory. This vessel is similar to the S/S Stolya, of Hamburg Report No 8954 with the exception that deep framing is fitted instead of web frames and 12 queer deck tanks, beams three rows of Pelar sine.*

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 6.3 ft., Rudder 18.9 ft., Bridge Dk. 18.9 ft., Forecastle 52.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. Poop and Bridge are 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 it should appear in the Register Book) *Main deck steel. Spar deck steel. 2 tiers of Beams. Deep framing in hold 6 Beams.*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside, *bottom cement, remainder paint* Outside, *patent and oil paint*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	148	540	Fore peak tank,	23.0	85
Double bottom, forward,	166.8	615	After peak tank,	15.0	35
Double bottom, under Engines and Boilers,	66.8	320	Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(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.

Date

Order for Ordinary Survey No.

Date

No. 270 in builder's yard.

1st. On the several parts of the frame, when in place, and before the plating was wrought  
 2nd. On the plating during the process of riveting  
 3rd. When the beams were in and fastened, and before the decks were laid  
 4th. When the ship was complete, and before the plating was finally coated or cemented  
 5th. After the ship was launched and equipped  
*3 & 29 August, 14 & 24 September, 8 & 29 October, 14, 16 & 23 November, 12 & 29 Dec. 1906, 16, 19, 23 Jan 20 & 24 February, 4 March 1907*

Total No. of Visits *14 days*

The amount of Entry Fee..... *105*

Special Survey Fee..... *3355*

Travelling Expenses, if any £..... *380*

I am of opinion this Vessel should be Classed *100A1 Spar deck 6 Bkds A+C*

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

Fees applied for,

*4 March 1907*

Received by me,

*6 March 1907*

*Geo. Dykes*

*100A1 Spar deck 6 Bkds A+C*

*without Freeboard.*

Certificate to be sent to *Hamburg Office*

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

Committee's Minute

Character assigned

TUES. MAR 12 1907

*100A1 Spar deck*

*Lloyds 1276 D.*

*W.*

*+ 2 m. 6.30 ft. F. D. Blue light*



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