

Spar, or Awning Dk. ~~IRON OR~~ STEEL STEAMER.

No. 1501

MIN. 11 OCT 1909

Port of *Bremerhaven* Date of completion of Report *9th October 1909* Received at London OfficeSurvey held at *Geestemünde*Date, First Survey *24th April 1909*Last Survey *8th October*

1909

On the *steel spar deck steamship* *Regentarm*Rig *2 pole masts*

## TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd, 4th, Spar or

Awning Dk.

Total under Upper Dk. *4729.14*Do. of Poop *85.09*Do. of Bridge House *85.09*Do. of Forecastle *81.19*Do. of Houses on Deck *119.84*Do. of excess of Hatchways *56.94*

Do. above Crown of

Engine Room *69.77*Gross Tonnage *5000.49*

Less Crew Space

Less above Crown of

Engine Room *191.31*Less Engine Room *87.77*Less Navigation Spaces *5599.49*Less Engine Room *771.92*Less Navigation Spaces *6.81*Register Tonnage *3159.65*

as cut on Beam

SPAR, ~~AWNING OR PART AWNING DECKED~~ VESSEL,

or a Vessel having a continuous Shade Deck

CLASS *100 A 1 Spardeck*

FEET.

Half Breadth (moulded)

*26.146*Depth from upper part of keel to top of Main Deck Beams *24.089*

(with the normal round up of beam)

Girth of Half Midship Frame (as per Rule)

*46.200*

1st Number

*96.435*

Length on deck from after part of stem to fore part of

stern post

*399.667*

2nd Number

*38542*

Proportions—Breadths to Length

*7.64*

Depths to Length—Main Deck to top of Keel

*16.5*Destined Voyage *East India*If Surveyed while Building, Afloat, or in Dry Dock *Bremen*Master *A. Fischbeck*

Year of Appointment

(1) As Master in service of  
owner of present vessel:—*1903*  
(2) As Master of this  
vessel:—*1909*Built at *Geestemünde*When built *1909* Launched *31st May 1909*By whom built *Joh. C. Tecklenburg & Co.*Owners *Deutsche Dampfschiffahrts-Gesellschaft*

Managers

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

Residence *Bremen*Port belonging to *Bremen*

LENGTH on Deck as per Rule *399.8* Ft. Ins. BREADTH Moulded *52.34* Ft. Ins. DEPTH, ACTUAL—Top of Floors to top of Spar *28.21* Ft. Ins. Dk. Beams *28.0* Ft. Ins. Main Deck Beams *28.0* Ft. Ins. Power of Engines *593* Horse. No. of Decks with flat laid *2* No. of Tiers of Beams *2*

Dimensions of Ship per Register, Length *401.14* breadth *52.48* depth *28.21* Spar *28.21* Dk. Beams *28.0* Main Deck. Moulded depth, ft. *23* ins. *0* To Main Dk. Round up of Main Dk. Beam, Actual *18* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	20ths in Ship.		Inches in Ship.	Inches per Rule.	Or as Approved.
FRAME, Angles, or $\frac{1}{2}$ or $\frac{3}{4}$ Bars, for $\frac{1}{2}$ length amidships	<i>9 1/2</i>	<i>3 3/4</i>	<i>12</i>	KEEL, Bar or Side Plates, depth and thickness	<i>11 x 3 1/2</i>	<i>11 x 3 1/2</i>	
Do. for $\frac{1}{2}$ at each end	<i>9 1/2</i>	<i>3 3/4</i>	<i>11</i>	STEM, moulding and thickness	<i>11 x 3 1/2</i>	<i>11 x 3 1/2</i>	
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	STERN-POST for Rudder do. do.	<i>11 x 3 1/2</i>	<i>11 x 3 1/2</i>	
" " " at intermdt. Bkts.	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	" " for Propeller	<i>11 x 3 1/2</i>	<i>11 x 3 1/2</i>	
Spacing of Frames from centre to centre	<i>24</i>	<i>24</i>	<i>24</i>	MAIN PIECE of Rudder, diameter at head	<i>10</i>	<i>10</i>	
REVERSED FRAME, Angles on tank floor	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	do. at heel	<i>8 1/2</i>	<i>8 1/2</i>	
DEEP FRAMING, depth of girder	<i>8 1/2</i>	<i>8 1/2</i>	<i>8</i>	RUDDER, how constructed <i>single plated across shrunk onto Main piece</i>			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>4 3</i>	<i>4 3</i>	<i>8</i>	Can the Rudder be unshipped afloat? <i>Yes</i>			
" " in way of Engines and Boilers	<i>4 3</i>	<i>4 3</i>	<i>8</i>	KEELSONS AND STRINGERS.			
" " thickness at the ends of vessel	<i>4 0</i>	<i>4 0</i>	<i>8</i>	CENTRE LINE KEELSON, Vertical Plate above			
" " height extended at the Bilges	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	floors, Through Plate, or Intercoastal Plate			
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	" Rider Plate			
state if flanged (top & bottom)	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	" Bulb Plate to Intercoastal Keelson			
spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	" Horizontal Plates on Floors			
CENTRE GIRDER, in Double bottom, depth	<i>4 3</i>	<i>4 3</i>	<i>8</i>	Angles			
and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	SIDE KEELSON, Angles			
" " Angles, Top	<i>4 1/2</i>	<i>4 1/2</i>	<i>8</i>	" Bulb or Plate above floors, for			
" " Bottom	<i>4 1/2</i>	<i>4 1/2</i>	<i>8</i>	Intercoastal Plate, for			
SIDE GIRDERS, number and thickness	<i>2</i>	<i>2</i>	<i>8</i>	Attached to outside plating with Angle			
state if flanged (top & bottom)	<i>2</i>	<i>2</i>	<i>8</i>	BILGE KEELSON, Angles			
Angles	<i>3</i>	<i>3</i>	<i>8</i>	" Bulb or Plate above floors, for			
MARGIN PLATE, depth (exclusive of flange)	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	Intercoastal Plate, for			
and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	Attached to outside plating with Angle			
" " Angles to outside plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	BILGE STRINGER Angles	<i>6 1/2</i>	<i>4 1/2</i>	<i>12-10</i>
" " to floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	" Bulb Plate, for	<i>14</i>	<i>9-8</i>	<i>14</i>
" " Height of floors at the Bilges	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	Intercoastal Plate, for	<i>14</i>	<i>9-8</i>	<i>14</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>4 3</i>	<i>4 3</i>	<i>8</i>	Attached to outside plating with Angle	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>
" " thickness in Engine and Boiler space	<i>4 3</i>	<i>4 3</i>	<i>8</i>	2SIDE STRINGERS Angles	<i>6 1/2</i>	<i>4 1/2</i>	<i>12-10</i>
Remainder in Holds	<i>4 3</i>	<i>4 3</i>	<i>8</i>	" Intercoastal Plate, for	<i>14</i>	<i>9-8</i>	<i>14</i>
BEAMS, Spar or <i>Keelson</i> Deck, <i>Single Angle</i> , Bulb Angle, <i>Plate or Tee Bulb</i>	<i>7 1/2</i>	<i>3 3/4</i>	<i>2.5</i>	Attached to outside plating with Angle	<i>3 1/2</i>	<i>3 1/2</i>	<i>9-8</i>
" Angles on upper edge	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	Spar, <i>Keelson</i> Deck Stringer Plates, breadth and thickness under <i>Bridge</i>	<i>6 1-46</i>	<i>13.9</i>	<i>6 1-46</i>
Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	Angle on ditto <i>in the hold</i> <i>5 x 5 x 1/4</i>	<i>6 1-46</i>	<i>13.9</i>	<i>6 1-46</i>
BEAMS, Main Deck, <i>Single Angle</i> , Bulb Angle, <i>Plate or Tee Bulb</i>	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	" Tie Plates, fore and aft, outside Hatchways	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
" Angles on upper edge	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	Diagonal Tie Plates, No. of prs.	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	Deck, <i>Keelson</i> or Steel, for <i>full</i> ing.	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
BEAMS, Lower Deck, <i>Single Angle</i> , Bulb Angle, <i>Plate or Tee Bulb</i>	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	Wood Deck, Material & thickness <i>teak outside, oak inside</i> <i>5 x 3</i>	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
" Angles on upper edge	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	Main Deck Stringer Plate, breadth & thickness	<i>6 1-46</i>	<i>13.9</i>	<i>6 1-46</i>
Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	Angles on ditto, No. <i>two</i>	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
BEAMS, Hold, or Orlop, Plate or Tee Bulb	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	" Tie Plates, outside Hatchways	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
" Angles on upper edge	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	Diagonal Tie Plates, No. of prs.	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	Deck, <i>Keelson</i> or Steel, for <i>full</i> ing.	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
BEAMS, Poop Deck, <i>Single Angle</i> , Bulb Angle, <i>Plate or Tee Bulb</i>	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	Wood Deck, Material & thickness <i>not sheathed</i>	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
" Angles on upper edge	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	Lower Deck Stringer Plates, br'dth & thck'n's	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	Angles on ditto, No.	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
BEAMS, Bridge Deck, <i>Single Angle</i> , Bulb Angle, <i>Plate or Tee Bulb</i>	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	" Tie Plates, outside Hatchways	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
" Angles on upper edge	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	Deck, Material and thickness	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	Poop Deck Stringer Plate, breadth & thickness	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
BEAMS, Forecastle Deck, <i>Single Angle</i> , Bulb Angle, <i>Plate or Tee Bulb</i>	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	Angles on ditto	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
" Angles on upper edge	<i>8 1/2</i>	<i>3 3/4</i>	<i>10.2</i>	" Tie Plates <i>2 pairs diagonal</i>	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
Spacing	<i>2 1/2</i>	<i>2 1/2</i>	<i>8</i>	Deck, Material and thickness <i>teak</i>	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
PILLARS, In tween Deck, size and spacing	<i>4 8</i>	<i>4 8</i>	<i>4 8</i>	Bridge Deck Stringer Plate, br'dth & thickness	<i>4 2</i>	<i>11</i>	<i>4 2</i>
Hollow Quarter, tween Dks., <i>Wide spaced</i>	<i>10-8</i>	<i>10-9</i>	<i>10-8</i>	Angle on ditto	<i>5 x 5</i>	<i>11</i>	<i>5 x 5</i>
Hollow " in Hold <i>Wide spaced</i>	<i>10-8</i>	<i>10-9</i>	<i>10-8</i>	" Tie Plates <i>Steel deck</i>	<i>5 x 5</i>	<i>11</i>	<i>5 x 5</i>
WEB FRAMES, In Fore Body, br'dth. & thickness	<i>3</i>	<i>3</i>	<i>3</i>	Deck, Material and thickness <i>teak</i>	<i>5 x 3</i>	<i>8</i>	<i>5 x 3</i>
" " " " "	<i>3</i>	<i>3</i>	<i>3</i>	Forecastle Deck Stringer Plate, br'dth & th'kns	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
WEB FRAMES, In E. & B. Space, No. & spacing	<i>7</i>	<i>7</i>	<i>7</i>	Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
" " " " "	<i>7</i>	<i>7</i>	<i>7</i>	" Tie Plates <i>Steel deck</i>	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
WEB FRAMES, In After Body, No. and spacing	<i>7</i>	<i>7</i>	<i>7</i>	Deck, Material and thickness <i>teak</i>	<i>3 1/2 x 3 1/2</i>	<i>9-8</i>	<i>3 1/2 x 3 1/2</i>
" " " " "	<i>7</i>	<i>7</i>	<i>7</i>	Are the outside Plates doubled two spaces of Frames in length? <i>Yes</i>			
" " " " "	<i>7</i>	<i>7</i>	<i>7</i>	Are the Sluice Valves and Watertight Doors in efficient working order? <i>Yes</i>			
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>6 1/2</i>	<i>4 1/2</i>	<i>12</i>				



PLATING. RIVETING. BUTTS. IF LAPPED. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. Ordinary or Jogged? RIVETS. Double or Treble and for what length. STRAPS. Breadth. Thickness. For what length. YET. PLATE KEEL (If Bar Keel, state Riveting) GARBORD OF A STRAKE ... 36 12 12 10 83 12 6 3/4 1 1/8 4 1/2 1 1/2 15 1/4 10 1/2 1 1/2 ...

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 25.2/19.3/ 1.5/22.6/5.7/3.9/1909 init M. 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 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. 23, par. 24)? Yes State results of tests Good Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes State results of tests Good General Remarks (State quality of workmanship, &c.) This steamer has been built under Special Survey in accordance with the rules and approved tracings. The material is of best quality manufactured by approved works and tested as per rules. The workmanship is very good. The decks, gutterways and bulkheads also the tunnel have been tested by a hose, the double bottom by a head of water up to main deck and the peak tanks and deep tanks by a head of water 8 feet above the crowns of the tanks and found quite tight. The pillaring and planing arrangement are fitted to our entire satisfaction and the requirements of the rules in every respect complied with, so that in our opinion the steamer is fully eligible to be classed \*100 A 1. Garboard. 6 Bulkheads only. The Surveyor should state the Number of Report and Name of any Sister Vessel. PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 50 ft., R.Q.D. or Break ft., Bridge Dk. 122 ft., F'castle 50 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. The poop is not joined to the bridge. 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 steel decks, upper deck sheathed with teak outside erections two tiers of beams and web frames, six bulkheads only. Official No. ; Signal Letters How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular system. Where fitted. \*Length. Water Capacity. Where fitted. \*Length. Water Capacity. Double bottom, aft. 132 132 Fore peak tank. 18 51 Double bottom, under Engines and Boilers. 24 98 After peak tank. 14 47 Double bottom, if under Engines only. 24 98 Deep tank aft, on seven decks. 46 441 Double bottom, if under Boilers only. 182 600 Deep tank forward. 44 467 Double bottom, forward. Total capacity 830 Other tanks, if fitted, (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. Order for Special Survey No. 50 Date 27.2.09 24.4/27.4/8.5/10.5/3.6/5.6/18.6/23.6/26.6/29.6/27.9.2/19.8/20.7/26.7/24.7/30.7/2.8/4.8/6.8/10.8/11.8/14.8/24.8/30.8/4.9/7.9/9.9/10.9/18.9/22.9/25.9/27.9/2.10/4.10/6.10/8.10/1909 No. 233 in builder's yard. DATES OF SURVEYS held while building. Total No. of Visits 37 The amount of Entry Fee.....£ 5: : 9.10.1909 Fees applied for, Special .....404:19: Received by me, 9.10.1909 I am of opinion this Vessel should be Classed \*100 A 1 Garboard With, or without Freeboard, as condition of Class without Freeboard Committee's Minute TUES. 19 OCT 1909 Character assigned 100A1 Spon dk Lloyd's A & B P + Lmb. 10.09 F. D. W. J. Thomson, Geo. Dyke Surveyor to Lloyd's Register of British and Foreign Shipping. © 2020 Lloyd's Register Foundation