

\$ Decks.

IRON OR STEEL STEAMER.

Received at London Office **1 MAY 1903**

Date of completion of report **30 April 1903**

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

Port of **Sunderland**

No. **21320**

Survey held at **Sunderland**

Date, First Survey **21st Nov. 1902** Last Survey **27th April 1903**

18903

On the **S.S. "HERMOD."**

Rig **SCHOONER**

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. **2786.50**
Total under Upper Dk. **2786.50**

THREE DECKED VESSEL RULE.

CLASS **100 A.1.**

FEET.

Master **A. Gabrielli**

Year of appointment **1903**

Built at **SUNDERLAND**

When built **1903** Launched **12th MARCH 1903**

By whom built **J.L. THOMPSON & SONS LTD.**

Owners **BRUSSGARD KJOSTERUD & CO.**

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

Residence **DRAMMEN**

Port belonging to **DRAMMEN**

Half Breadth (moulded) **23.83**
Depth from upper part of Keel to top of Upper Deck Beams (with the normal round up of beam) **24.95**
Girth of Half Midship Frame (as per Rule) **44.83**
deduct 7 feet..... **7.00**
1st Number **86.61**
Length on deck from after part of stem to fore part of stern post **323**
2nd Number **27980**
Proportions—Breadth to Length **6.77**
Depth to Length—Upper Deck to top of Keel **12.95**
Main Deck ditto.....
Destined Voyage **SYDNEY CAPE BRETON** Surveyed while Building Afloat, or in Dry Dock UNDER SPECIAL SURVEY.

Do. of Poop **56**
Do. of Bridge Houses **39.96**
Do. of Forecastle **34**
Do. of Houses on Dk. **19**
Do. of excess of Hatchways **17**
Do. above Crown of Engine Room **2996.72**
Gross Tonnage **81.03**
Do. of Poop **53.17**
Do. of Bridge Houses **2862.52**
Do. of Forecastle **958.95**
Do. of Houses on Dk. **20.76**
Do. of excess of Hatchways **17**
Do. above Crown of Engine Room **1935.98**
Gross Tonnage **1935.98**

No. of Decks with flat laid **one**
No. of Tiers of Beams **Two AND DEEP FRAMING**
Round of Upper Dk. Beam, Actual **11 1/2** ins.
To Upper Dk. **11 1/2** ins.

FRAMING.						FORGINGS or CASTINGS.					
Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule Or as Approved	Inches in Ship	16ths or 20ths in Ship	Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule Or as Approved	Inches in Ship	Inches per Rule Or as Approved
Angles, or $\frac{1}{2}$ E or L Bars for $\frac{1}{2}$ length amidships.....	9	3 1/2	13	9	3 1/2	13	KEEL, Bar or Side Plates, depth and thickness	FLAT, PLATE	KEEL	10 1/2 x 2 3/4	10 1/2 x 2 3/4
or $\frac{1}{2}$ at each end.....	9	3 1/2	12	9	3 1/2	12	STEM, moulding and thickness.....	11 x 6	11 x 6	11 x 6	11 x 6
Way of Double Bottoms at Solid Floors.....	3 1/2	3 1/2	8	3 1/2	3 1/2	8	STERN-POST for Rudder do. do.....	11 x 6	11 x 6	11 x 6	11 x 6
" " at intermdt. Bkts.....	3 1/2	3 1/2	8	3 1/2	3 1/2	8	" for Propeller.....	8 1/2	8 1/2	8 1/2	8 1/2
of Frames from moulding edge to ling edge, all fore and aft.....	24	24	24	24	24	24	MAIN PIECE of Rudder, diameter at head....	6 1/2	6 1/2	6 1/2	6 1/2
USED FRAME, Angles.....	BULB ANGLE FRAMING.						" do. at heel....	6 1/2	6 1/2	6 1/2	6 1/2
FRAMING, depth of girder.....	"	"	"	"	"	"	RUDDER, how constructed.....	Forged	Single plate	Yes	Yes
IS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships.....	CELLULAR DOUBLE BOTTOM.						Can the Rudder be unshipped afloat?	Yes			
Way of Engines and Boilers.....							KEELSONS & STRINGERS.				
Thickness at the ends of vessel.....							CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate)				
Depth at $\frac{1}{2}$ the half breadth, as per Rule..							" Rider Plate.....				
Weight extended at the Bilges.....							" Bulb Plate to Intercoastal Keelson.....				
IS & BRACKETS in Cell Dble Bottoms	48	48	48	48	48	48	" Horizontal Plates on Floors.....				
" Distance apart.....	40	40	40	40	40	40	" Angles.....				
IE GIRDER, in Double bottom, depth and thickness.....	3 1/2	3 1/2	10	3 1/2	3 1/2	10	" Bulb or Plate above floors, for lng.				
" Angles, Top.....	6 1/2	4	9	6 1/2	4	9	" Intercoastal Plate, for length				
" Bottom.....	3 1/2	3 1/2	7	3 1/2	3 1/2	7	" Attached to outside Plating with Angle.....				
GIRDERS, number on each side & thickness	3 1/2	3 1/2	7	3 1/2	3 1/2	7	BILGE KEELSON, Angles.....				
" Angles.....	32	32	9	32	9	9	" Bulb or Plate above floors, for 164 x lng.	8	8	1	1
IN PLATE, depth (exclusive of flange) and thickness.....	3 1/2	3 1/2	8	3 1/2	3 1/2	8	" Intercoastal Plate for length	6	4	9	1
" Angles to Outside Plating.....	36	9	36	9	9	9	" Attached to outside Plating with Angle.....				
BOTTOM PLATING, breadth and thickness of Middle Line Strake)	9/20 PLATES AND 1/16 TIE PLATES						BILGE STRINGER Angles.....				
" in Engine and Boiler space	8	8	8	8	8	8	" Bulb Plate for length				
" Remainder in Holds.....	11	3 1/2	15	11	3 1/2	15	" Intercoastal Plate for length				
IS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb.....	48	48	48	48	48	48	" Attached to outside Plating with Angle.....				
" Angles on upper edge.....	12	11	12	11	11	11	2 SIDE STRINGER (Angles 2 BULB).....	10	3 1/2	14	10
" Average space.....	6	4	9	6	4	9	" Bulb or Intercoastal Plate, for FULL lng.	10	10	10	10
IS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb.....	6	3	8	6	3	8	" Attached to outside plating with Angle....	3 1/2	3 1/2	10	3 1/2
" Angles on upper edge.....	24	24	24	24	24	24	Upper Deck Stringer Plates, br'dth & thickness	53	12	53	12
" Average space.....	5 1/2	3	8	5 1/2	3	8	" Angle on ditto.....	5 x 5	9	5 x 5	9
IS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb.....	9	5 1/2	11	9	5 1/2	11	" Tie Plates fore and aft, outside Hatchways	PLATING INCREASED			
" Angles on upper edge.....	48	48	48	48	48	48	" Deck * Iron or Steel, for FULL lng.	8/20 INSIDE ERECTIONS AND 7/16 IRON OUTSIDE			
" Average space.....	4 1/2	4 1/2	48	4 1/2	4 1/2	48	" Wood Deck, Material & thickness				
PILLARS, In 'tween Deck, size and spacing	4 1/2	4 1/2	48	4 1/2	4 1/2	48	Middle Deck Stringer Plate, br'dth & thickness				
" Hold.....	4 1/2	4 1/2	48	4 1/2	4 1/2	48	" Angles on ditto, No.				
" Quarter 'tween Dks.....	4 1/2	4 1/2	48	4 1/2	4 1/2	48	" Tie Plates outside Hatchways.....				
" in Hold.....	4 1/2	4 1/2	48	4 1/2	4 1/2	48	" Diagonal Tie Plates on Bms., No. of prs.				
WEB FRAMES, In Fore Body, No. and spacing	23	9	23	9	9	9	" Deck * Iron or Steel, for lng.				
" br'dth & thickness	23	9	23	9	9	9	" Wood Deck, Material & thickness				
" No. of Side Stringers.....	6	4	12	6	4	12	Lower Deck Stringer Plate, br'dth & thickness				
WEB FRAMES, In E. & B. Space, No. & spacing	6	4	12	6	4	12	" Angles on ditto, No.				
" br'dth & thickness	6	4	12	6	4	12	" Tie Plates, outside Hatchways.....				
WEB FRAMES, In After Body, No. and spacing	6	4	12	6	4	12	" Deck * Material and thickness				
" br'dth & thickness	6	4	12	6	4	12	Hold, or Orlop Stringer Plate, br'dth & thckn's				
" No. of Side Stringers.....	6	4	12	6	4	12	" Angles on ditto, No. 2				
Size of Angles or Tee Bars to Web-Frames	6	4	12	6	4	12	" Tie Plates outside Hatchways.....				
BRACKET PLATES to Stringers between Web-Frames, depth and thickness	6	4	12	6	4	12	" Deck, Material and thickness				

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with this case*)
N. 4/11/02. M. 7/11/02. M. 12/11/02. M. 22/11/02. M. 2/12/02. M. 10/12/02 Y E 19/12/02.

Workmanship. Are the butts of plating planed or otherwise fitted? OVERLAPPED.

Is the riveted work properly closed? YES.

Are the liners between the frames and plates solid single pieces? JOGGLED PLATING. 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 plating? A FEW.

Are the butts of Plating, Stringers, &c., properly shifted and ~~strapped~~ OVERLAPPED? YES.

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? YES. State results of tests SATISFACTORY.

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? YES. State results of tests SATISFACTORY.

General Remarks (State quality of workmanship, &c.) THIS VESSEL HAS BEEN BUILT GENERALLY IN ACCORDANCE WITH THE RULES AND THE SECRETARY'S LETTERS DATED AS STATED ABOVE. THE MATERIALS AND WORKMANSHIP ARE GOOD. THE EFFICIENCY OF THE PUMPS AND WATERTIGHT DOORS HAS BEEN ASCERTAINED.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30.91 ft., R.Q.D. or Break N/A, Bridge Dk. 98.0 ft., F' castle 31.91 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) 1 IRON (PT IRN Y PT STL) 2 TR. BEAMS AND DEEP FRAMING. (3 DECK RULE)

Official No. ✓; Signal Letters ✓

How are the surfaces preserved from oxidation? Inside PAINT AND CEMENT. 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. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	100'	260.65	Fore peak tank,	16.4	86.44
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	18.0	119.20
Double bottom, if under Engines only,	24	76.00	Midship deep tank,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Other tanks, if fitted,	✓	✓
Double bottom, forward,	14.2	408.00	(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. 4415

Date 1st Nov 02

No. 407 in builder's yard

DATES of Surveys held while building
1902 Nov. 2, 4, 5, 6, 7, 25, Dec. 10, 11, 12, 15, 16, 17, 22, 24, 29, 31. 1903 Jan. 7, 9, 19, 22, 26, 27 Feb. 2, 3, 6, 9, 10, 12, 17, 20, 22, 26, 27 Mar. 3, 5, 6, 7, 11, 12, 14, 21, Apr. 1, 4, 8, 16, 20, 22, 25, 27

Total No. of Visits 49

The amount of Entry Fee £ 5 : - - Fees applied for, 30th April 1903

Special Survey Fee £ 96 : 11 : 6 Received by me, 2.5.03

Travelling Expenses, if any £ 2.5.03

State whether the Vessel has been built under Special Survey YES.

I am of opinion this Vessel should be Classed X 100 G.I. STEEL.

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

Certificate to be sent to Lunderana

APWm Rab. L.C. Aitkenhead
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Character assigned

FRI, 1 MAY 1903

100A1
(Steel)

Lloyd's exl. P.W. + L.M.B. H. 03