

Awning Dk.

IRON OR STEEL STEAMER.

No. 9310

State of Report is also sent on the Machinery of the Vessel *yes*
Date of completion of Report *27 August 1906* Received at London Office *THUR. 30 AUG 1806*
Date, First Survey *28 February 1906* Last Survey *25 August 1806*

the *STEEL SCREW STEAMER SECALIA* Rig *TWO MASTS*

Master *A. Jensen*
Year of Appointment *1906*
Built at *Kiel*
When built *1906* Laid down *23 July 1906*
By whom built *Hövaldtsværke*
Owners *Dampskibsselskabet "Dan"*
Managers *Peter L. Hisker*
Residence *Copenhagen*
Port belonging to *Copenhagen*
Destined Voyage *If Surveyed while Building Afloat, in Dry Dock yes*

Dimensions of Ship per Register, Length *284.0* breadth *42.0* depth *26.0* Awn. Dk. *18.5* Main Deck. *18.5* Moulded depth, ft. *20* ins. *7* To Main Dk. *12 1/2* ins. Round up of Beam, Main Dk. *12 1/2* ins.

FRAMING.							FORGINGS AND CASTINGS.						
RAME, Angles, or <i>2x4</i> Bars, for $\frac{1}{2}$ length amidships <i>2x4</i>							KEEL, Bar or Side Plates, depth and thickness						
Do. for $\frac{1}{2}$ at each end <i>in Peaks</i>							STEM, moulding and thickness						
Do. in way of Double Bottoms at Solid Floors							STERN-POST for Rudder do. do.						
Distance of Frames from moulding edge to moulding edge, all fore and aft							" " for Propeller						
EVERSED FRAME, Angles <i>on tank floor etc</i>							MAIN PIECE of Rudder, diameter at head						
DEEP FRAMING, depth of girder							do. at heel						
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships							RUDDER, how constructed <i>Forging as per approved sketch</i>						
" in way of Engines and Boilers							Can the Rudder be unshipped afloat?						
" thickness at the ends of vessel							KEELSONS AND STRINGERS.						
" depth at $\frac{1}{2}$ the half-bdth. as per Rule							CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" height extended at the Bilges							" Rider Plate						
LOORS & BRACKETS, in Cell Dble Bottoms							" Bulb Plate to Intercoastal Keelson						
Distance apart							" Horizontal Plates on Floors						
CENTRE GIRDER, in Double bottom, depth and thickness							Angles						
" Angles, Top							SIDE KEELSON, Angles						
" Bottom							" Bulb or Plate above floors, for lng.						
SIDE GIRDERS, number and thickness							" Intercoastal Plate, for length						
Angles							Attached to outside plating with Angle						
MARGIN PLATE, depth (exclusive of flange) and thickness							BILGE KEELSON, Angles						
Angles							" Bulb or Plate above floors, for lng.						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake							" Intercoastal Plate, for length						
" thickness in Engine and Boiler space							Attached to outside plating with Angle						
BEAMS, " Remainder in Holds							BILGE STRINGER Angles						
Bulb Angle, <i>Plate as per Rule</i>							" Bulb Plate, for length						
" Angles on upper edge							" Intercoastal Plate, for whole length						
Average space							Attached to outside plating with Angle						
BEAMS, Main Deck, <i>Single Angle, Bulb</i>							SIDE STRINGER Angles						
Angle, <i>Plate as per Rule</i>							" Bulb or Intercoastal Plate, for whole lng.						
" Angles on upper edge							Attached to outside plating with Angle						
Average space							Awning Deck Stringer Plates, breadth and thickness						
BEAMS, Lower Deck, <i>Single Angle, Bulb</i>							Angle on ditto						
Angle, Plate or Tee Bulb							Tie Plates, fore and aft, outside Hatchways						
" Angles on upper edge							Diagonal Tie Plates, No. of prs						
Average space							Deck, * Steel, for whole lng.						
BEAMS, Hold, or Orlop, Plate or Tee Bulb							Wood Deck, Material & thickness						
Angles on upper edge							Main Deck Stringer Plate, breadth & thickness						
Average space							Angles on ditto, No.						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb							Tie Plates, outside Hatchways						
Angles on upper edge							Diagonal Tie Plates, No. of prs						
Average space							Deck, * Iron or Steel, for whole lng.						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb							Wood Deck, Material & thickness						
Angles on upper edge							Lower Deck Stringer Plates, br'dth & thickn's						
Average space							Angles on ditto, No.						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb							Tie Plates, outside Hatchways						
Angles on upper edge							Deck, * Material and thickness						
Average space							Hold, or Orlop Stringer Plate, br'dth & thickn's						
PILLARS, In tween Deck, size and spacing							Angles on ditto, No.						
" Hold <i>E 6x3x3x40</i>							Tie Plates, outside Hatchways						
" Quarter, tween Dks, <i>as per Rule</i>							Deck, Material and thickness						
in Hold							Poop Deck Stringer Plate, breadth & thickness						
WEB-FRAMES, In Fore Body, No. and spacing							Angles on ditto						
for omitted Bulkhead							Tie Plates						
br'dth. & thickness							Deck, Material and thickness						
WEB-FRAMES, In E. & B. Space, No. & spacing							Bridge Deck Stringer Plate, br'dth & thickness						
br'dth. & thickness							Angle on ditto						
WEB-FRAMES, In After Body, No. and spacing							Tie Plates						
br'dth. & thickness							Deck, Material and thickness						
No. of Side Stringers							Forecastle Deck Stringer Plate, br'dth & th'kns						
Size of Angles or Tee Bars to Web Frames							Angle on ditto						
BRACKET PLATES to Stringers between Web Frames, depth and thickness							Tie Plates						
							Deck, Material and thickness						

PLATING.							RIVETING.										
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.						
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick- ness.	Breadth.	For what Length.
	Inches.	or 20ths	or 20ths	or 20ths	Inches.	or 20ths			Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL	36	16	12	12	36	16	double	6	1	4	Treble	1"	3 1/2			10 1/2	1/2
(If Bar Keel, state Riveting)																	
GARBOARD OR A Strake ...	59	12	11	11	59	12	" "	5 1/4	7/8	3 3/8	Quad	7/8	3 3/8			12	"
B " " "	59	10	10	9	59	10	" "	"	"	"	"	"	"			"	"
State actual thickness in way of Double Bottom.	60	10	15	9	60	10	" "	"	"	"	"	"	"			"	"
C " " "	59	12	15	10	59	12	" "	"	"	"	"	"	"			"	"
D " " "	58	12	15	10	58	12	" "	"	"	"	"	"	"			"	"
E " " "	58	11	15	9	58	11	" "	"	"	"	"	"	"			"	"
F " " "	58	11	15	9	58	11	" "	"	"	"	"	"	"			"	"
G " " "	58	11	9	9	58	11	" "	"	"	"	"	"	"			"	"
H " " "	58	11	9	9	58	11	" "	"	"	"	"	"	"			"	"
MAIN SHEER J " " "	50	13	10	10	42	13	" "	"	"	"	Treble	"	"			9	"
K " " "	51	10	7	7	51	10	" "	"	"	"	"	"	"			9	3/4
AWNING SHEER L " " "	47 1/2	12	7	7	42	12	" "	"	"	"	"	"	"			9	"
M " " "																	
N " " "																	
O " " "																	
P " " "																	
Q " " "																	
DOUBLING of Flat Plate Keel																	
Length and thickness of Bilges																	
of Sheerstrakes																	
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*

Plates Rendsburg Stahl & Walzwerk
Angles Palmers.
Bullangles. Palmers. Deutsche Kaiser
Channels Deutsche Kaiser. Luxemburger B.M.V.

Awning Butts, treble riveted for *half* length amidship.
Stringer Plate Straps, *single* overlapped for *whole* length amidship.
Main Stringer Butts, treble riveted for *3/5* length amidship.
Plate Straps, *single* overlapped for *whole* length amidship.
Butts of Bilge & Side Stringers *single* riveted? *treble*
Inner Bottom Plating, riveting of Edges *double* single Butts *double 1/2* L.
Centre Girder Butts, *Treble* riveted Keelson Butts, *Treble* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *6* inches apart.
Rivets, state whether *Iron* Steel *Best mild steel*

FRAMES extend in one length from *Yank side* to *Main & Awning decks alternately*
REVERSED FRAMES on floors and frames extend from *deep bulb angle framing, double angles on Yank floors*
from Margin plate to Margin plate in Engine & Boiler spaces.

MASTS, SPARS, &c.

	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore	<i>Steel</i> 50(60.0)	20 1/2 x 7/20	20 x 9/20	16 1/2 x 7/20	10 x 7/20	<i>Two</i>			<i>single</i>	<i>Treble</i>
	Main	58(68.0)	"	"	"	"	"			"	"
	Mizen										
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size	Shrouds	<i>Shelwire</i>	<i>four shrouds each mast 3 1/2</i>								
Sails.	<i>best canvas</i>	Suit of	<i>stay and topails</i>	Sails, and the following	spare sails						

EQUIPMENT No. *26700* LETTER *S*

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
426	1st Bower	38	2	21	<i>Stockless</i>			35	8	1	24	38	3	0	<i>Halls Hooked</i>	<i>Howaldtspeck Co. Bremen</i>
424	2nd "	38	1	15	"	"	"	"	"	"	"	38	3	0	"	<i>Backyard Kiel</i>
425	3rd "	34	2	25	"	"	"	"	"	"	"	32	2	0	"	<i>25 July 1906</i>
	Collective weight	114	3	5								110	0	0		<i>Supl. Schrecker</i>
5930	Stream	10	0	0	2	2	0	12	0	0	0	10	0	0	<i>Common</i>	<i>Sykes Cardiff 30 April 1906</i>
5931	Kedge	5	0	0	1	1	0	4	7	0	0	5	0	0	"	"
	2nd Kedge														"	<i>Geo. Reun</i>

** approved on Survey 28/7/06*

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	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 Towing.	Fathoms and Size Per Rule.
				Supplied.	Per Rule.									
5624	240	1 3/8	59 1/8	398.0	394.3	240 1 3/8	<i>Stadler</i>	<i>Sykes</i>	<i>Cardiff 26 April 1906</i>	TOWLINE	90	4	33	90-4
			82 3/4						<i>Geo. Reun</i>	HAWSER	180	7		180-7
										WARP	180	6		180-6
<i>Wire rope</i>	<i>45</i>	<i>4 1/4</i>	<i>35</i>			<i>45 4 1/4</i>	<i>Steel wire</i>							

Boats *the life 24.0 x 6.10 x 2.9 credit 22.0 x 6.9 x 2.8 one Eng 18.0 x 5.9 x 2.1*
Pumps, Number *five* Diameter of Barrel and Tail Pipe *2"*
Windlass is *Clarke Chapman Sylem. Steam Capstan*
Engine Room Skylights.—How constructed? *Steel on casing 8 ft above running deck*
What arrangements for deadlights in bad weather? *shutters*
Coal Bunker Openings.—How constructed? *Steel coaming* How are lids secured? *battened.* Height above deck *30" above running deck*
Number of Scuppers, and number and dimensions of Freeing Ports, &c. *4 Scupper and 4 Freeing ports on running deck 2.5 x 2.0*
Ceiling in Holds, thickness and material *pine 2 1/2* Ceiling 'tween Decks, thickness and material *6 x 1 3/4 pine bark & space*
Cargo Hatchways.—How formed? *Steel round corners height 30" on running deck* Hatches, If strong and efficient? *yes*
State size No. 1 Hatch (Forward) *22.0 x 15.0* No. 2 Hatch *28.0 x 15.0* No. 3 Hatch *24.0 x 15.0* No. 4 Hatch *26.0 x 15.0*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *two web plates and 3 fore and afters to each Hatchway*
Hatches on Awning (Main) decks *2 1/2* No. of Breasthooks *three* No. of Crutches *steel deck*
Bulwarks, height above deck and description *on running deck 39 1/2" steep 5 1/2"* Rail, material and size *4 x 2 1/2 x 3/8*
The above is a correct description. *John Koch.* Surveyor's Signature *Geo. Reun*
Builder's Signature (here only.) *HOWALDTSWERKE.* 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. 2. Nov 10. 28 Dec 1905. 30 June 28 July 1906

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*

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

from the faying 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*

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

This steel screw running deck steamer has been built in accordance with the approved amended plans, the requirements embodied in the Secretary's letters, and the Rules in all other respects complied with.

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

The Workmanship throughout is of the best description, all parts conform well with each other, and in all respects, with the Society's requirements.

The cellular double bottom & peaks fitted and tested as required by the Rules and found tight. Hand pumps tested and found satisfactory. Decks tested with a hose and found tight. In fore peak and two frame spaces behind the collision bulkhead, intermediate angle frames fitted from above the load line to below the light line, and the outside plating increased in thickness for the strengthening Rule Bulkhead omitted in fore hold as approved partial bulkhead in lieu thereof.

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

Particulars for Record in the REGISTER BOOK.—Length of Poop *ft.*, R.Q.D. or Break *ft.*, Bridge Dk. *ft.*, F' castle *ft.* (feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

Complete running decked vessel.

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 would appear in the Register Book) *1 Deck steel. Running deck steel, two tiers of beams and deep framing*

Signal Letters

are the surfaces preserved from oxidation? Inside *bottom cement other parts paint* Outside *Paint and Oil paints*

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.
	Feet.	Tons.			Feet.	Tons.	
bottom, aft.	<i>88.0</i>	<i>200</i>	<i>Fore peak tank,</i>		<i>18</i>	<i>30</i>	<i>After peak tank,</i>
bottom, forward.	<i>124.0</i>	<i>295</i>			<i>16</i>	<i>150</i>	
bottom, under Engines and Boilers.			Midship deep tank,				
bottom, if under Engines only.	<i>20.0</i>	<i>56</i>	Other tanks, if fitted,				
bottom, if under Boilers only.		<i>55.1</i>	(If necessary, furnish further information by sketch.)				

State whether the above have been tested as required by the Rules. *yes*

Special Survey No.

Date

Ordinary Survey No.

Date

14th in builder's yard.

DATES of Surveys held while building as per Section 18.

- 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

4. & 19 Feb. 3. & 24. March 25 April May 4 & 10. June 6. 21. 28. July 11. 14. 19. 26 August. 5. 14. 22 & 25.

Total No. of Visits *19*

Amount of Entry Fee

5 - -

Fees applied for,

27/8 1906

Special Survey Fee

90.19.6

Received by me,

19. 9. 06

Travelling Expenses, if any

12.10. -

Testing Anchors

4.10. -

Of opinion this Vessel should be Classed

100A1. CP. 4 BH only

or without Freeboard, as condition of Class

with Freeboard.

Certificate to be sent to

Hamburg Office

Geo. Dykes

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

Committee's Minute

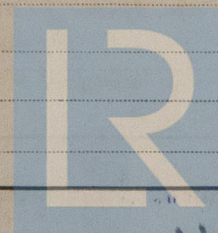
Character assigned

FRI. 31 AUG 1906

100A1 (SH)

awny. dk with pbr 5 7.0

at CP 100 + hmc 8.06



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Lloyd's Register

Foundation

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