

3 Decks.

IRON OR STEEL STEAMER.

TUES. 10 DEC 1907

Received at London Office

State if Report is also sent on the Machinery of the Vessel.

Port of *Newcastle*No. *53953*Date of completion of work *9th Dec 1907*Date, First Survey *19th June 1906*Last Survey *29th November 1907*Rig. *Schooner*Survey held at *Newcastle*
On the *Steel**"Ganelon"*

THREE DECKED VESSEL.

CLASS *100 A1*

FEET.

Master

Year of appointment

(1) As Master in service of
owner of present vessel—10
(2) As Master of this
vessel—19Built at *Newcastle*When built *1907. 7* Launched *30th Jan 1907*By whom built *Swan Hunter & W. Richardson*Owners *Beland Linie Aktien Gesellschaft*

Managers

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

Residence *Bremen*Port belonging to *Bremen*

If Surveyed while Building, Afloat, or in Dry Dock Building

TONNAGE under
Tonnage Deck... *5298.77*
Do. between Tonnage
and 3rd and 4th Dk.
Total under Upper Dk.
Do. of Poop... *139.28*
Do. of Bridge... *3.61*
Do. of Forecastle... *62.04*
Do. of House on Dk... *129.67*
Do. of end of Hatchways... *36.24*
Do. above Crown of
Engine Room... *7.39*
Gross Tonnage... *5677.00*
Less Crew Space... *107.72*
Less above Crown of
Engine Room... *7.39*
TONNAGE FOR FEES... *5561.89*
Less Engine Room... *1816.64*
Less Navigation Spaces... *98.81*
+ *7.39*
Register Tonnage
as out on Beam... *3653.83*

Half Breadth (moulded) ... *26.39*
Depth from upper part of Keel to top of Upper Deck Beams
(with the normal round up of beam) ... *33.10*
Girth of Half Midship Frame (as per Rule) ... *55.62*
deduct 7 feet ... *7*
1st Number ... *108.11*
Length on deck from after part of stem to fore part of
stern post ... *423*
2nd Number ... *45730*
Proportions—Breadth to Length ... *8.0*
Depth to Length—Upper Deck to top of Keel ... *12.7*
Main Deck ditto ... *16.8*

Destined Voyage *S America*

LENGTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams Feet. Inches. No. of Decks with flat laid 2
as per Rule ... *423* 0 Moulded ... *52* 9 Do. do. do. do. Main Dk. Beams *21* 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, Length *425.5* breadth *53.1* depth *29.3*. Moulded depth, ft. *32* ins. 0 To Upper Dk. Round of Upper Dk. Beam, Actual *13* ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, or Bars for length amidships	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>
Do. for 1/2 at each end	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>10</i>
" " at intermdt. Bkts.	<i>2 1/2</i>	<i>2 1/2</i>	<i>10</i>	<i>2 1/2</i>	<i>10</i>
Spacing of Frames from centre to centre	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
REVERSED FRAME, Angles	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>
DEEP FRAMING, depth of girder	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>
" in way of Engines and Boilers	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>
" thickness at the ends of vessel	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>
" depth at 1/2 the half breadth, as per Rule	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>
" height extended at the Bilges	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>
FLOORS & BRACKETS in Cell Dble Bottoms	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>
" " state if flanged (top & bottom)	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>	<i>10x3</i>	<i>11x3</i>
" Spacing	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
CENTRE GIRDER, in Double bottom, depth and thickness	<i>4 1/2</i>	<i>11</i>	<i>4 1/2</i>	<i>11</i>	<i>4 1/2</i>
" " Angles, Top	<i>4</i>	<i>4</i>	<i>10</i>	<i>4</i>	<i>10</i>
" " Bottom	<i>5</i>	<i>5</i>	<i>12</i>	<i>5</i>	<i>12</i>
SIDE GIRDERS, number on each side & thickness	<i>2</i>	<i>9</i>	<i>2</i>	<i>9</i>	<i>2</i>
" " state if flanged (top and bottom)	<i>2</i>	<i>9</i>	<i>2</i>	<i>9</i>	<i>2</i>
" " Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>9</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>
" " Angles to Outside Plating	<i>4</i>	<i>4</i>	<i>10</i>	<i>4</i>	<i>10</i>
" " Floors	<i>5</i>	<i>3 1/2</i>	<i>9</i>	<i>5</i>	<i>3 1/2</i>
" " Height of Floors at the Bilges	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>4 1/2</i>	<i>11</i>	<i>4 1/2</i>	<i>11</i>	<i>4 1/2</i>
" " in Engine and Boiler space	<i>10</i>	<i>12</i>	<i>10</i>	<i>12</i>	<i>10</i>
" " Remainder in Holds	<i>9</i>	<i>7</i>	<i>9</i>	<i>7</i>	<i>9</i>
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8</i>	<i>3</i>	<i>10</i>	<i>8</i>	<i>3</i>
" " Angles on upper edge	<i>8</i>	<i>3</i>	<i>10</i>	<i>8</i>	<i>3</i>
" " Spacing	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>9</i>	<i>3 1/2</i>	<i>11</i>	<i>9</i>	<i>3 1/2</i>
" " Angles on upper edge	<i>9</i>	<i>3 1/2</i>	<i>11</i>	<i>9</i>	<i>3 1/2</i>
" " Spacing	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>
" " Angles on upper edge	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>
" " Spacing	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
BEAMS, Hold, or Orlop, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>
" " Angles on upper edge	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>
" " Spacing	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>9</i>	<i>6</i>	<i>3</i>
" " Angles on upper edge	<i>6</i>	<i>3</i>	<i>9</i>	<i>6</i>	<i>3</i>
" " Spacing	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>
" " Angles on upper edge	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>
" " Spacing	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>
" " Angles on upper edge	<i>7</i>	<i>3</i>	<i>9</i>	<i>7</i>	<i>3</i>
" " Spacing	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>	<i>25</i>
PILLARS, In 'tween Deck, size and spacing	<i>Strong wide-spaced</i>	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>
" " Hold	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>
" " Quarter 'tween Dks.	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>
" " in Hold	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>	<i>pillars</i>
WEB-FRAMES, In Fore Body, No. and spacing	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
" " breadth & thickness	<i>36</i>	<i>8</i>	<i>36</i>	<i>8</i>	<i>36</i>
" " No. of Side Stringers	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
WEB-FRAMES, In E. & B. Space, No. & spacing	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
" " breadth & thickness	<i>36</i>	<i>10</i>	<i>36</i>	<i>10</i>	<i>36</i>
WEB-FRAMES, In After Body, No. and spacing	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
" " breadth & thickness	<i>36</i>	<i>8</i>	<i>36</i>	<i>8</i>	<i>36</i>
" " No. of Side Stringers	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
" " Size of Angles or Tee Bars to Web-Frames	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>	<i>one</i>

FORGINGS or CASTINGS.

	Inches in Ship.	Inches in Ship.
KEEL, Bar or Side Plates, depth and thickness	<i>12 x 3 1/2</i>	<i>12 x 3 1/2</i>
STEM, moulding and thickness	<i>12 x 7 3/4</i>	<i>12 x 7 3/4</i>
STERN-POST for Rudder do. do.	<i>10 1/2</i>	<i>10 1/2</i>
" for Propeller	<i>8</i>	<i>8</i>
MAIN PIECE of Rudder, diameter at head	<i>10 1/2</i>	<i>10 1/2</i>
" do. at heel	<i>8</i>	<i>8</i>

RUDDER, how constructed *Single plate*Can the Rudder be unshipped afloat? *yes*

KEELSONS & STRINGERS.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Rider Plate	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Bulb Plate to Intercoastal Keelson	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Horizontal Plates on Floors	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Angles	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
SIDE KEELSON, Angles	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Bulb or Plate above floors, for length	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Intercoastal Plate, for length	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Attached to outside Plating with Angle	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
BILGE KEELSON, Angles	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Bulb or Plate above floors, for length	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Intercoastal Plate for length	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Attached to outside Plating with Angle	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
BILGE STRINGER Angles	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Bulb Plate for length	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Intercoastal Plate for length	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Attached to outside Plating with Angle	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
3 SIDE STRINGERS Angles	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Bulb or Intercoastal Plate, for length	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
" Attached to outside plating with Angle	<i>6 1/2</i>	<i>4 1/2</i>	<i>14</i>	<i>6 1/2</i>	<i>14</i>
Upper Deck Stringer Plates, br'dth & thickness	<i>6 1/2</i>	<i>11</i>	<i>6 1/2</i>	<i>11</i>	<i>6 1/2</i>
" Angle on ditto	<i>5 x 5 1/2</i>	<i>11</i>	<i>5 x 5 1/2</i>	<i>11</i>	<i>5 x 5 1/2</i>
" Tie Plates, outside Hatchways	<i>9-8</i>	<i>20</i>	<i>9-8</i>	<i>20</i>	<i>9-8</i>
" Deck * Iron or Steel, for full lng.	<i>9-8</i>	<i>20</i>	<i>9-8</i>	<i>20</i>	<i>9-8</i>
" Wood Deck. Material & thickness	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>
Middle Deck Stringer Plate, br'dth & thickness	<i>6 1/2</i>	<i>11</i>	<i>6 1/2</i>	<i>11</i>	<i>6 1/2</i>
" Angles on ditto, No. 2	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>
" Tie Plates outside Hatchways	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
" Diagonal Tie Plates, No. of pairs	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
" Deck * Iron or Steel, for full lng.	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
" Wood Deck. Material & thickness	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>
Lower Deck Stringer Plate, br'dth & thickness	<i>6 1/2</i>	<i>11</i>	<i>6 1/2</i>	<i>11</i>	<i>6 1/2</i>
" Angles on ditto, No.	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>
" Tie Plates, outside Hatchways	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
" Deck * Material and thickness	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
Hold, or Orlop Stringer Plate, br'dth & thckn's	<i>6 1/2</i>	<i>11</i>	<i>6 1/2</i>	<i>11</i>	<i>6 1/2</i>
" Angles on ditto, No.	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>
" Tie Plates outside Hatchways	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
" Deck. Material and thickness	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
Poop Deck Stringer Plate, breadth & thickness	<i>4 1/2</i>	<i>8</i>	<i>4 1/2</i>	<i>8</i>	<i>4 1/2</i>
" Angle on ditto	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>
" Tie Plates	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
" Deck. Material and thickness	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
Bridge Deck Stringer Plate, br'dth & thickness	<i>4 1/2</i>	<i>8</i>	<i>4 1/2</i>	<i>8</i>	<i>4 1/2</i>
" Angle on ditto	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>
" Tie Plates	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
" Deck. Material and thickness	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
Forecastle Deck Stringer Plate, b'dth & th'kns	<i>4 1/2</i>	<i>8</i>	<i>4 1/2</i>	<i>8</i>	<i>4 1/2</i>
" Angle on ditto	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>	<i>9</i>	<i>4 x 4 1/2</i>
" Tie Plates	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>
" Deck. Material and thickness	<i>8-7</i>	<i>20</i>	<i>8-7</i>	<i>20</i>	<i>8-7</i>

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

BULKHEADS.	Number in Vessel.	Thickness.	STIFFENERS.		Single or Double Frames.	Height up.
			Horizontal.	Vertical.		
			Size.	Spacing.		
W. T. BULKHEADS	<i>7</i>	<i>10</i>	<i>11</i>	<i>30</i>	<i>single</i>	<i>W.T.</i>
PARTITION	<i>1</i>	<i>10</i>	<i>11</i>	<i>30</i>	<i>single</i>	<i>W.T.</i>
LONGITUDINAL	<i>1</i>	<i>10</i>	<i>11</i>	<i>30</i>	<i>single</i>	<i>W.T.</i>

Are the outside Plates doubled two spaces of Frames in length? *Some brackets*Are the Sluice Valves and Watertight Doors in efficient working order? *yes*

7000-124700-214700

PLATING.

STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES.				RIVETING.							
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	Diam.	Spacing cr. to cr.	Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.					Inches.	Inches.	Inches.	Diam.	Spacing cr. to cr.	Inches.	Thickness.	Inches.
FLAT PLATE KEEL..... (If Bar Keel, state Riveting.)	36	22	14	14	36	22	Double	6 3/4	15	4	Treble	1 1/2	4	2 1/2	15 1/4	14	free			
GARBOARD OF A Strake...	64	15	13	13	64	15	"	6	1	4	Quad	1	4							
State actual thickness in way of Double Bottom.	B	12	10	10	12	10	"	5 1/2	7 1/8	3 1/2	"	7 1/8	3 1/2			12	free			
C	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
D	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
E	"	14	11	11	14	11	"	"	"	"	"	"	"			14	"			
F	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
G	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
H	"	13	10	10	13	10	"	5 1/2	7 1/8	3 1/2	"	7 1/8	3 1/2			12	"			
J	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
K	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
L	"	15	10	10	15	10	"	6	1	4	"	"	"			"	"			
M	Sheer	46	15	12	12	46	15	"	"	"	"	"	"			14	"			
N	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
O	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
P	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
Q	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
R	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
S	"	"	"	"	"	"	"	"	"	"	"	"	"			"	"			
DOUBLING of Flat Plate Keel																				
Length of Bilges.....																				
Length of Sheerstrakes.....																				
Thickness of Strake below.....																				
POOP SIDES.....	820																			
BRIDGE SIDES.....	130 1/4																			
FORECASTLE SIDES.....	9 1/2																			

Write "Sheer Strake" opposite its corresponding letter.

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.? Siemens-Martin

Spencer Cascott & Durham

Dorman Long Colville & Southam

John Brown & Co. Ltd.

Has the Steel been tested as required by the Rules? Yes

Upper Deck Butts, treble riveted for free length amidship.
Stringer Plate Straps, single, double or overlapped for free length amidship.
Middle Deck Butts, treble riveted for free length amidship.
Stringer Plate Straps, single, double or overlapped for free length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? Treble
Inner Bottom Plating, riveting of Edges Treble Butts double
Centre Girder Butts, Treble riveted Keelson Butts, riveted
Frames, riveted through Plates with 7/8 in. Rivets, about 6 1/4 apart
Rivets, state whether Iron or Steel Iron

FRAMES extend in one length from Tank side

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

Are the rivets 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 plying surfaces? *yes*

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

from the seams or butts of the plating? *no*

Do any rivets break into or through the seams or butts of the plating? *no*

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 vessel has been built in accordance with the approved plans, the Secretary's letter of the above date & in other respects in conformity with the Secretary's rules. The material & workmanship are good throughout. She is a duplicate of the "Holger" (Report No 50808). This vessel has been laid up since the launch until a few weeks ago, when she was taken over by the present owners, who have caused a number of alterations to be made. Some new equipment has been added. Deck houses altered & added. No 3 hatchway shortened. No 3 bulkhead moved aft 39 feet & new profile & deck plan showing alterations is enclosed. The original steam & hand steering gear have been replaced by a Westinghouse steam gear, placed in a house on the poop. A cast-steel quadrant & tiller for this gear (approved plan enclosed) were put in place within a few days of the vessel sailing. No test marks were not found & certificates of the drop & mechanical tests were

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

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27 ft., R.Q.D. or Break ✓ ft., Bridge Dk. 18 1 ft., F'castle 14 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

o. 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) 2 Pl. (stl) & deep framing
Official No.; Signal Letters State if Machinery is fitted aft No
How are the surfaces preserved from oxidation? Inside Paint & cement Outside Paint

ARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Cellular

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	150	393	Fore peak tank,	22	83
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	16	25
Double bottom, if under Engines only,	23	94	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	181	562	Other tanks, if fitted,	✓	✓
Total capacity	1049		(If necessary, furnish further information by sketch.)	✓	✓

State whether the above have been tested as required by the Rules Yes

Date 22.3.06

779 in builder's yard.

amount of Entry Fee £ 5

Fees applied for, 0 05 0 00

Total No. of Visits 62

Special Survey Fee... £ 164 : 1 :
Received by me, _____
Certificate to be sent to Newcastle-on-Tyne.

Travelling Expenses, if any £ 10. 13. 09

whether the Vessel has been built under Special Survey Yes
 of opinion this Vessel should be Classed 100%

Cost - this good does not teller being examined on the vessel return from her present voyage

Committee's Minute

character assigned

Subject V.
 Lloyd & L. P. Dr. 1

signs at 6.5. + 2. M.B. 11.07
Chad.

M. Subject.

 No. rights
 Y. D.

Write Mrs. General Committee 12 Apr. 1841

L.O. Bldn 10/12/07
 classification 10/12/07

subject confirmed

10001. 01

huskies wpl condn 2/1
white oak & Bullen

10/2/07
find any other added seen

ENGINE

Dia. of Cyl.

Is the screw

in the propeller

between the

liners and

Dia. of Turb.

collars /

No. of Flues

No. of Bricks

No. of Doors

In Engine

No. of Billets

Are all the

Are all con

Are they fi

Are they ea

What pipe

Are all P

Are the B

Dates of e

Is the Scr

BOILER

Total Heat

Working

Can each

each boiler

Smallest di

Thickness

long. seams

Per centage

Size of com

Length of p

Working p

Pitch of st

Material o

Material

Diameter

Thickness

Diameter o

Pitch acr

thickness o

Working p

separately

holes

If stiffened

If not, state when, and when, one will be sent?

not obtainable. It now appears that the castings were not tested, & I enclose a letter from the Middlesbrough surveyors in reply to my enquiry, also one from Messrs John Astle & Co (to the mine) in explanation of their action in the matter. As the castings appeared on examination to be sound, & as they are of extra strength, it is considered that they might be allowed to remain subject to examination on the vessel's return from her present voyage.

A.C.A.

General Committee 14 July 1908.
Thursday 16 July 1908.

Classing Committee's
decision confirmed

A.C.A.



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Foundation