

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office **FRI. DEC. 29. 1911**

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

Date of completion of report *25 December 1911.* Port of *Amsterdam* No. *5059. a*
Survey held at *Delfzijl* Date, First Survey *7 June* Last Survey *16 December* 1911.
On the *Steel Steamship* *Combo* Rig *two pole masts*

TONNAGE under Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. *141.66*
Total under Upper Dk.
Do. of Poop
Do. of R.Q.Dk.
Do. of Bridge House
Do. of Forecastle *25.44*
Do. of Houses on Dk. *3.14*
Do. of excess of Hatchways
Do. above Crown of Engine Room *170.34*
Gross Tonnage
Less Crew Space
Less above Crown of Engine Room *15.*
TONNAGE FOR FEES.. *155.34*
Less Engine Room
Less Navigation Spaces *66.26*

CLASS *100 A1.*
Contemplated
Breadth (greatest moulded) *20' 2"*
Depth, at middle of length from top of keel to top of upper deck beams at side *9' 10"*
Transverse Number *50.*
Length on deck from fore part of stem to after part of stern post *104.08*
Longitudinal Number *3122.*
Depth "d," at middle of length (See Secs. 2 & 13) *8-1*
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *10.57*
" Long Bridge Deck Beam at side to top of keel

Master *E. Marie*
Year of appointment (1) As Master in service of owner of present vessel:—191
(2) As Master of this vessel 191
Built at *Delfzijl (Holland)*
When built *Launched 14 Oct 1911*
By whom built *Joh. Berg*
Owners *Maurel & W. Prom*
Managers *Ditto.*
(Where necessary to be entered in Reg. Book.)
Residence *Bordeaux*
Port belonging to *Dakar*

er Tonnage *89.08* **Destined Voyage** *Dakar* **If Surveyed while Building, Afloat, or in Dry Dock** *Building*

DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *8' 5 1/2"* No. of Decks with flat laid *One*
Do. do. do. Second Dk. Beams *5 1/2"* No. of Tiers of Beams *One*
Moulded depth, ft. *9* ins. *10* To Bridge Dk. Round of Upper Dk. Beam, Actual *7* ins.

Dimensions of Ship per Register, Length *110'* breadth *21.4'* depth *8.46'* Moulded depth, ft. *9* ins. *10* To Upper Dk.

FRAMING.						PILLARS.					
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approv.	Inches per Rule Or as Approv.		Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approv.	Inches per Rule Or as Approv.	
ME, Angles , E <i>E</i> amidships <i>3</i> <i>2 1/2</i> <i>24</i> <i>3</i> <i>2 1/2</i> <i>24</i>						PILLARS, In 'tween Deck , size and spacing					
" in peaks <i>3</i> <i>2 1/2</i> <i>24</i> <i>3</i> <i>2 1/2</i> <i>24</i>						" Hold <i>2 1/2</i> <i>40</i> <i>2 1/2</i> <i>40</i>					
" in way of Double Bottoms at Solid Floors <i>19 1/2</i> <i>19 1/2</i>						" Quarter 'tween Dks. <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" at intermdt. Bkts. <i>10</i> <i>10</i>						" in Hold <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" ing of Frames from centre to centre amidships <i>2 1/2</i> <i>2 1/2</i> <i>24</i> <i>2 1/2</i> <i>2 1/2</i> <i>24</i>						KEELSONS & STRINGERS.					
" length to Collision bulkhead <i>10</i> <i>10</i>						CENTRE LINE KEELSON , Vertical Plate above floors, Through Plate, or Intercostal Plate <i>24</i> <i>30</i> <i>26</i> <i>24</i> <i>30</i> <i>26</i>					
" in peaks <i>2 1/2</i> <i>2 1/2</i> <i>24</i> <i>2 1/2</i> <i>2 1/2</i> <i>24</i>						" Rider Plate <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
ERSED FRAME, Angles <i>3</i> <i>3</i> <i>3</i> <i>3</i> <i>3</i> <i>3</i>						" Flat Plate Keel Angles <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" in way of Double Bottoms at Solid Floors <i>10</i> <i>10</i>						" Horizontal Plates on Floors <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" at intermdt. Bkts. <i>10</i> <i>10</i>						" Angles or Bulb Angles <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
MING, depth of girder <i>3</i> <i>3</i> <i>3</i> <i>3</i> <i>3</i> <i>3</i>						SIDE KEELSONS , Number <i>Two</i> <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
ORS, depth and thickness of Floor Plate <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Angles or Bulb Angles <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" at mid-line for 1/2 length amidships <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Plate above floors, for length <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" in way of Engine and Boiler Spaces <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Intercostal Plate, for length <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" thickness at the ends of vessel <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Attached to outside Plating with Angle <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" depth at 1/2 the half breadth, as per Rule <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						BILGE KEELSON, Angles <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" height extended at the Bilges <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Intercostal Plate for length <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
ORS & BRACKETS in Cell Dble Bottoms <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Attached to outside Plating with Angle <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" state if flanged (top & bottom) <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						SIDE STRINGERS , Number <i>One</i> <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" Spacing <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Angle <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
IRE GIRDER, in Dbl. bottom, dpth. & thickness <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Intercostal Plate, for whole length <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" Angles, Top <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Attached to outside plating with Angle <i>4</i> <i>3 1/2</i> <i>34</i> <i>4</i> <i>3 1/2</i> <i>34</i>					
" Bottom <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						Upper Deck Stringer Plate , br'dth & thickness (clear of Bridge) <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" to Floors <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" br'dth & thickness (in way of Bridge) <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
GIRDERS, number on each side & thickness <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Angle (clear of Bridge) <i>3 x 3</i> <i>30</i> <i>3 x 3</i> <i>30</i>					
" state if flanged (top and bottom) <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Tie Plate at sides of Hatchways <i>40</i> <i>40</i>					
" Angles (top and bottom) <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Deck * Iron or Steel, for whole lng. <i>24</i> <i>24</i>					
" to Floors <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Thickness (clear of Bridge) <i>24</i> <i>24</i>					
GIN PLATE, depth (exclusive of flange) and thickness <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" (in way of Bridge) <i>24</i> <i>24</i>					
" Angles to Outside Plating <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Wood Deck. Material & thcknss <i>Whole length 2 1/4 P.P.</i> <i>2 1/4 P.P.</i>					
" Floors <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						Second Deck Stringer Plate , br'dth & thickness <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" Height of Brackets above at bilge <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Angles on ditto, No. <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
R BOTTOM PLATING, breadth and thickness of Middle Line Strake <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Tie Plates outside Hatchways <i>40</i> <i>40</i>					
" in Engine and Boiler space <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Deck * Iron or Steel, for lng. <i>24</i> <i>24</i>					
" Remainder in Holds <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i> <i>10</i>						" Wood Deck. Material & thickness <i>24</i> <i>24</i>					
IS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						Third Deck Stringer Plate , br'dth & thickness <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" Angles on upper edge <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						" Angles on ditto, No. <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" In way of Long Bridge <i>19 1/2</i> <i>19 1/2</i>						" Tie Plates, outside Hatchways <i>40</i> <i>40</i>					
" Spacing <i>19 1/2</i> <i>19 1/2</i>						" Deck * Material and thickness <i>24</i> <i>24</i>					
IS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						Fourth and Fifth Deck Stringer Plate , breadth & thickness <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" Angles on upper edge <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						" Angles on ditto, No. <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" Spacing <i>19 1/2</i> <i>19 1/2</i>						" Tie Plates outside Hatchways <i>40</i> <i>40</i>					
IS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						" Deck. Material & thickness <i>24</i> <i>24</i>					
" Angles on upper edge <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						Poop Deck Stringer Plate , breadth & thickness <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" Spacing <i>19 1/2</i> <i>19 1/2</i>						" Angle on ditto <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						" Tie Plates <i>40</i> <i>40</i>					
" Angles on upper edge <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						" Deck. Material and thickness <i>24</i> <i>24</i>					
" Spacing <i>19 1/2</i> <i>19 1/2</i>						Bridge Deck Stringer Plate , br'dth & thickness <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						" Angle on ditto <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" Angles on upper edge <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						" Tie Plates <i>40</i> <i>40</i>					
" Spacing <i>19 1/2</i> <i>19 1/2</i>						" Deck. Material and thickness <i>24</i> <i>24</i>					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						Forecastle Deck Stringer Plate , b'dth & th'kns <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" Angles on upper edge <i>4 1/2</i> <i>3</i> <i>30</i> <i>4 1/2</i> <i>3</i> <i>30</i>						" Angle on ditto <i>24</i> <i>28</i> <i>22</i> <i>28</i>					
" Spacing <i>19 1/2</i> <i>19 1/2</i>						" Tie Plates <i>40</i> <i>40</i>					
						" Deck. Material and thickness <i>24</i> <i>24</i>					

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

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. & spacing. WEB-FRAMES, In After Body, No. and spacing. BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A x D* Table 22. Speed. RUDDER, how constructed. PLATING. STRAKES. RIVETING. EDGES. BUTTS. MASTS, SPARS, &c.

EQUIPMENT No. 2. LETTER 3122. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam. Steering Gear, Hand. Pumps, Number. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks, height above deck. Correspondence. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Do any rivets break into or through the seams or butts of the plating? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? State results of tests. Workmanship. Are the butts of plating planed or otherwise fitted? General Remarks. This vessel has been constructed according to the Society's rules and approved plans which are herewith returned to London Office. Workmanship throughout good and the materials used in the construction of good ductile quality and tested as required. On deviation of the approved plans the afterpeak tank has been suppressed & will be used for stores. Decks & bulkheads tested by hose and forepeak tank with a head of water found tight in every respect. Windlass and steering gear in good working condition. Boats and equipment good. No cargo battens have been fitted. The Surveyor should state the Number of Report and Name of any Sister Vessel. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. TUE. JAN. 2 - 1912. 1007A. ASCE. Home 12.11.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge 40 ft., Forecastle 10 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) One deck steel wood sheathed, One tier of beams
Official No. ; Signal Letters State if Machinery is fitted aft No. amidships
How are the surfaces preserved from oxidation? Inside Paint & Cement Outside anti fouling Composition

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <u>✓</u>			Fore peak tank, <u> </u>	<u>7</u>	<u>4 1/2</u>
Double bottom, under Engines and Boilers, <u>✓</u>			After peak tank, <u>✓</u>		
Double bottom, if under Engines only, <u>✓</u>			Deep tank, aft, <u>✓</u>		
Double bottom, if under Boilers only, <u>✓</u>			Deep tank, forward, <u>✓</u>		
Double bottom, forward, <u>✓</u>			Other tanks, if fitted, <u>✓</u>		
Total capacity of double bottom			(If necessary, furnish further information by sketch.) <u>✓</u>		

* 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, tight.

Order for Special Survey No. 34.

Date 23 May 1911

No. 105 in builder's yard.

DATES of Surveys held while building

4 & 27 June. 27 July. 25 August. 14 Sept. 3-14-31 October
6 & 23 Nov & 16 December 1911.

Total No. of Visits 11

Surveyor's Signature

J. H. H. H.

© 2021

Lloyd's Register Foundation