

3 Decks.

IRON OR STEEL STEAMER.

Received at London Office.

10368

Date of completion of report 22nd July State if Report is also sent on the Machinery of the Vessel yes
Survey held at Flensburg Port of Hamburg No. MUN. 27 JUL 1908
On the steel screw steamer Niagara carrying Petroleum in bulk Rig Two pole masts
Date, First Survey 9 July 1907 Last Survey 22 July 1908

TONNAGE under 6168.3
Tonnage Deck 6168.3
Do. between Tonnage Dk. and 3rd and 4th Dk. 6168.3
Total under Upper Dk. 6168.3
Do. of Poop
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Dk.
Do. of excess of Hatchways
Do. above Crown of Engine Room 6654.60
Gross Tonnage 6654.60
Less Crew Space
Less above Crown of Engine Room 6655.00
TONNAGE FOR FEES 6655.00
Less Engine Room
Less Navigation Spaces
Register Tonnage 4119.40
as cut on Beam

THREE DECKED VESSEL.

CLASS 100A1

FEET.

Half Breadth (moulded) 29.12
Depth from upper part of Keel to top of Upper Deck Beams 34.16
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) 59.25
122.53
deduct 7 feet 7.00
1st Number 115.53
Length on deck from after part of stem to fore part of stern post 438
2nd Number 50602.10
Proportions—Breadth to Length 7.52
Depth to Length—Upper Deck to top of Keel 12.80
Main Deck ditto 16.10

Muster A. Schau
Year of appointment 1900
(1) As Master in service of owner of present vessel: 1900
(2) As Master of this vessel: July 1908

Built at Flensburg
When built 1908 Launched 2 June 1908
By whom built Flensburger Schiffbau Ges.
Owner Deutsch Amerikanische Petroleum Ges.
Managers
(Where necessary to be entered in Reg. Book)
Residence Hamburg
Port belonging to Hamburg

Destined Voyage United States If Surveyed while Building, Afloat, & in Dry Dock yes

LENGTH on Deck 438 0 Breadth 58 0 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 30 9
as per Rule 438 0 Moulded 58 0 Do. do. do. do. Main Dk. Beams 30 9
Dimensions of Ship per Register, Length 440 breadth 58.4 depth 30.8 Moulded depth, ft. 33 ins. 0 To Upper Dk. Round of Upper Dk. Beam, Actual 14 ins.

FRAMING.				FORGINGS or CASTINGS.			
	Inches in Ship	Inches in Ship	20ths per Rule Or as Approved		Inches in Ship	Inches per Rule Or as Approved	
FRAME, Angles, or <u>Welded</u> Bars for $\frac{1}{2}$ length amidships <u>in 5 ft. 6 in. 2 ft. 6 in. 1 ft. 6 in.</u>	8 3/4	3 1/2	12.6	9	3 1/2	12	
Do. for $\frac{1}{4}$ at each end	"	"	14.6	"	"	14	
Do. in way of Double Bottoms at Solid Floors	"	"	11.5	"	"	11	
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>reduced to 19" in 1908</u>	26			26			
REVERSED FRAME, Angles <u>on Floors</u>	4 1/2	4	10	4 1/2	4	10	
DEEP FRAMING, depth of girder	41	9		41	9		
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships			12 1/3			12 1/3	
" in way of Engines and Boilers			8			8	
" thickness at the ends of vessel	41			41			
" depth at $\frac{1}{2}$ the half breadth, as per Rule	75			75			
" height extended at the Bilges	53	10 1/3		53	10 1/3		
FLOORS & BRACKETS in Cell Dble Bottoms	26			26			
Distance apart	54	15		54	15		
CENTRE GIRDER, in Double bottom, depth and thickness	4 1/2	4 1/2	12	4 1/2	4 1/2	12	
" Angles, Top	6	6	15	6	6	15	
" Bottom	Three			Three			
SIDE GIRDERS, number on each side & thickness	4	4	12	4	4	12	
" Angles	70	15		70	15		
MARGIN PLATE, depth (exclusive of flange) and thickness	4 1/2	4 1/2	11	4 1/2	4 1/2	11	
" Collar Angles to Outside Plating	48	22.5		48	22.5		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	5	12		5	12		
" in Engine and Boiler space	12			12			
" Oil Bunker <u>Remains in Hold</u>	8	3 1/2	11	8	3 1/2	11	
BEAMS, Upper Deck, <u>Single Angle, Bulb</u> Angle, <u>Plate or Tee Bulb</u>	8	3 1/2	11	8	3 1/2	11	
" Angles on upper edge	26			26			
" Average space	8	3 1/2	11	8	3 1/2	11	
BEAMS, Middle Deck, <u>Single Angle, Bulb</u> Angle, <u>Plate or Tee Bulb</u>	8	3 1/2	11	8	3 1/2	11	
" Angles on upper edge	26			26			
" Average space	7 1/2	3	10	7 1/2	3	10	
BEAMS, Lower Deck, <u>Single Angle, Bulb</u> Angle, <u>Plate or Tee Bulb</u>	7 1/2	3	10	7 1/2	3	10	
" Angles on upper edge	26			26			
" Average space	7 1/2	3	10	7 1/2	3	10	
BEAMS, Forecastle Deck, <u>Single Angle, Bulb</u> Angle, <u>Plate or Tee Bulb</u>	7 1/2	3	10	7 1/2	3	10	
" Angles on upper edge	26			26			
" Average space	3 1/2	on 4" Frames		3 1/2	on 4" Frames		
PILLARS, In <u>Shelter</u> Deck, size and spacing	8	4	10	8	4	10	
" Hold <u>as per plan</u>	15	as approved		15	as approved		
" Quarter 'tween Dks., <u>as per plan</u>	30	9		30	9		
" in Hold	Three 30	9		Three 30	9		
WEB-FRAMES, In Fore Body, No. and spacing	6	as approved		6	as approved		
" breadth & thickness	30	9		30	9		
" No. of Side Stringers	12	as approved		12	as approved		
WEB-FRAMES, In E. & B. Space, No. and spacing	3	30	9	Three 30	9		
" breadth & thickness	4 1/2	4	10	4 1/2	4	10	
WEB-FRAMES, In After Body, No. and spacing	4 1/2	4	10	4 1/2	4	10	
" breadth & thickness	none			none			
" No. of Side Stringers	none			none			
Size of Angles or Tee Bars to Web-Frames	none			none			
BRACKET PLATES to Stringers between Web Frames, depth and thickness	none			none			

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

Shelter Deck

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PLATING.

AS IN SHIP.

PER RULE OR AS APPROVED.

EDGES.

BUTTS.

STRAKES.

AMIDSHIP.

FORWARD.

AFT.

AMIDSHIP.

Single or Double.

Breadth of Lap.

RIVETS.

Double or Treble and for what Length.

RIVETS.

STRAPS.

IF LAPPED.

Flat Plate Keel

Garboard or A Strake

B

C

D

E

F

G

H

J

K

L

M

N

O

Shelter P

Q

R

Doubling of Flat Plate Keel

Length and thickness of Bilges

Length and thickness of Sheerstrakes

Length and thickness of Strake below

Poof Sides

Bridge Sides

Fore-castle 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.

Plates

Butts of Bilge & Side Stringers and Tie Plates

Inner Bottom Plating

Centre Girder Butts

Frames

Rivets

Frames extend in one length from

Reversed Frames

Masts, Spars, &c.

Lower Masts

Bowsprit

Topmasts, Yards and Remainder of Spars

Rigging

Sails

Equipment No.

Letter

ANCHORS.

Number of Certificate

Anchors

Weight, Ex. Stock

Weight of Stock

Test, per Certificate

Weight Required by Table 22

Description of Anchor

Makers

Where and when tested and Superintendent

Chain Cables

Number of Certificate

Fathoms

Size

Test per Certificate

Weight of Chain Cable

Fathoms and Size per Table 22

Description

Makers of Cables

When and where tested, and Superintendent

Material

Fathoms

Size

Breaking Test of Steel Wire Towing

Fathoms and Size per Table 22

Hawsers and Warps

Number of Certificate

Fathoms

Size

Test per Certificate

Weight of Chain Cable

Fathoms and Size per Table 22

Description

Makers of Cables

When and where tested, and Superintendent

Material

Fathoms

Size

Breaking Test of Steel Wire Towing

Fathoms and Size per Table 22

Hawsers and Warps

Boats

Pumps

Windlass

Engine Room Skylights

Coal Bunker Openings

Scuppers

Ceiling in Holds

Cargo Hatchways

Web Plates

Bulwarks

Builder's Signature

Surveyor's Signature

Surveyor to Lloyd's Register of British and Foreign Shipping

Write "Shelter Strake" opposite its corresponding letter.

Shelter Deck Butts, double riveted for 3/4 length amidship.

Stringer Plate Butts, double riveted for 3/4 length amidship.

Middle Deck Butts, double riveted for 3/4 length amidship.

Stringer Plate Butts, double riveted for 3/4 length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted.

Inner Bottom Plating, riveting of Edges double Butts treble

Centre Girder Butts, Quad riveted Keelson Butts, treble riveted.

Frames, riveted through Plates with 7/8 in. Rivets, about 5" apart.

Rivets, state whether ~~House~~ Steel steel of best mild quality.

middle line to Main deck in way of oil tanks, in way of copper tanks and, to Shell in deck.

Buttangle-framing reverse angles or ordinary floors in holds & spaces and on floors in cellular double bottom extending to upper turn of Bilge.

Fore

Main

Mizen

Steel 4 Shrouds 2 1/2

Stays 3 8 2 1/4

58458

c

ANCHORS.

1st Bower

2nd

3rd

4th

Collective weight

Stream

Kedge

CHAIN CABLES.

7624

300

2 1/2

149 3/8

106 3/8

920.0

890.1

300 2 1/2

1/16

Stud link

R. Sykes & Sons

Barry/29 Dec 1907

G. W. Penn Supt

TOWLINE

130

4 1/2

128

130 5 1/4

HAWSER

90

3 1/2

26

WARP

40

90

9

5

100

8

40 100 8

2

90

7

Boats 4 Life boats 26 ft x 4.6" x 3.4"; 1 19 18 ft x 5.6" x 2.2"; 1 Jolly 16. x 5.3 x 2.0"

Pumps, Number 10 pumps in all compartments Diameter of Barrel State whether they are in efficient working order yes

Windlass is Clarke Chapman for Hand Steam Capstan none

Engine Room Skylights. How constructed? of steel on top of casing 8 ft above shelter deck. covers

Coal Bunker Openings. How constructed? Steel casing How are lids secured? 2 ball and cone Height above deck? 30" above shelter deck

Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 on each side. open bulwarks on shelter deck

Ceiling in Holds, thickness and material portable 2 1/2 Ceiling 'tween Decks, thickness and material copper

Cargo Hatchways. How formed? steel with round corners Hatches, If strong and efficient? yes

State size No. 1 Hatch (Forward) Eight No. 2 Hatch each: - No. 3 Hatch 10.10L x 26.0 B.

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 1 Fore and aft web and 4 bulwarks fore and aft in each Hatchway No. of Breasthooks 4 No. of Crutches steel

Bulwarks, height above deck and description open rails Main Rail, material and size

The above is a correct description.

Builder's Signature (here only) Meden

Surveyor's Signature Geo. Sykes

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

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

M 8 and 24 June; 1st and 22nd July 31 August 9 8th October 1907. M 29 June 1908

Workmanship. Are the butts of plating planed or otherwise fitted? planed partly double strapped and partly overlapped

Is the riveted work properly closed? 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 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 yes State results of tests found tight

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

General Remarks (State quality of workmanship, &c.) This steel screw Sheller deck screw steamer for carrying Petroleum in bulk, has been built in accordance with the approved amended plans and Secretary's letters dealing with this case and in all other respects in conformity with the Rule requirements Committee's intentions with a view to obtaining the 100A1 class in the Society's Register book. The workmanship throughout is of the best description for this class of vessel. All parts conforming well with each other and carefully fitted together and soundly riveted. The Peak and all tanks for carrying oil have been fitted and tested to a height of 12 feet above the crown of the tanks. Cofferdams and cellular double bottom and raised tunnel have been tested with a head of water to sheets deck found sound and tight. The steel materials used in the construction have been manufactured at works approved by the Committee and tested by the Society's Surveyor in conformity with the Rule requirements. The Forgings have been manufactured to the plans approved under the Supervision of the Society's Surveyor.

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

Particulars for Record in the REGISTER BOOK.—Length of Poop 44.00 ft. Bridge Dk. and F' castle ft. in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated form a complete Shell deck.

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) This steel deck. & Shell deck steel part wood sheathed amidships and fore & aft 3 tiers of Beams. Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside clear of oil tanks with paint & canvas Outside oil & 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,			Fore peak tank,	23.0	110
Double bottom, under Engines and Boilers,			After peak tank,	33.0	216
Double bottom, if under Engines only,	43.4	316	Midship deep tank,		
Double bottom, if under Boilers only,	21.8	144	Other tanks, if fitted,		
Double bottom, forward, under oil tanks	19.6	132	(If necessary, furnish further information by sketch.) See approved plans		
	84.6	592			

* 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

Number for Special Survey No.

Date

244 in builder's yard.

DATES of Surveys held while building

9 & 30 July; 12 & 29 Aug 14 & 29 Sept. 9. 14 & 18 October 1 & 22 Nov 3, 6 & 20 Dec 3. 14, 24 Jan. 4 & 18 Feb. 3 & 18 March, 3. 10, 24, 30 April 6. 13, 18, 24, 27 May 16 & 26 June. 6 & 8, 10, 14, 15, 16, 18, 22 July 1908

Total No. of Visits 40

Amount of Entry Fee..... Mk: 105
Special Survey Fee Mk: 3925
Travelling Expenses, if any Mk: 640
Freeboard " " 130
" " 4830

Fees applied for, 11 July 1908
Received by me, 16 July 1908

Certificate to be sent to

Hamburg Office

Is the Vessel has been built under Special Survey Special Survey
In opinion this Vessel should be Classed 100A1 as carrying Petroleum in bulk with Freeboard

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

Ces. Dykes

Committee's Minute

Character assigned

100A1
Shell deck with fld 5.5.5"
Carrying petroleum in bulk

Lloyds R&B.O.

+ L.R. 7.08
F.D. 8.08



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Certs issued 24/6/08