

1 or 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

MUN. 18 MAY 1908
Received at London Office.

No 1538

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

Date of completion of Report *13th May 1908* Port of *Göthenburg*

No. *13* Date, First Survey *6th November 1906* Last Survey *8th May 1908*

On the *Steel Screw Steamer "Sita"* Rig *2 mt. Sr.*

Master *O. W. Thorsell*

Year of appointment *(1) As master in service of owner of present vessel: 1908
(2) As master of this vessel: 1908*

TONNAGE under Tonnage Deck... *420.85*

Do. of Poop *64.00*

Do. of Raised Gr. *20.65*

Do. of Bridge House *17.78*

Do. of Forecastle *18.50*

Do. of Houses on Deck *541.78*

Do. of excess of Hatchways *59.77*

Do. above Crown of Engine Room ..

Gross Tonnage *173.36*

Less Crew Space *10.50*

Less above Crown of Engine Room ..

TONNAGE FOR FEES ..

Less Engine Room

Less Navigation Spaces

Register Tonnage *298.15*

at on Beam ..

ONE OR TWO-DECKED VESSEL.

CLASS *100 A 1.*

Half Breadth (moulded) *14.00*

Depth from upper part of Keel to top of Main Deck Bms. *14.42*

Girth of Half Midship Frame (as per Rule) *26.00*

1st Number *54.42*

Length *167.00*

2nd Number *90.88*

Proportions—Breadths to Length *5.96*

Depths to Length—Main Deck to top of Keel. *11.39*

Destined Voyage *Newcastle-on-Tyne* If Surveyed while Building, Afloat, or in Dry Dock Building & afloat.

Built at *Lödöse*

When built *1908* Launched *27th Jan 1908*

By whom built *Aktiebolaget Lödöse Varf*

Owners *Rederiaktiebolaget Concordia*

Manager *J. A. Waller*

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

Residence *Göthenburg*

Port belonging to *Göthenburg*

Length on Deck *167* Feet. *0* Inches. BREADTH—Moulded. *28* Feet. *0* Inches. DEPTH—Actual Top of Floors to Main Deck Beams. *11* Feet. *10* Inches. Power of Engines *10* Horse. No. of Decks with Flat laid *1* No. of Tiers of Beams *1*

Dimensions of Ship per Register, Length, *166.9* feet breadth, *28.2* feet depth, *11.8* feet Moulded Depth, ft. *13* ins. *10* Round of Beam, actual *10* inches.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	FORGINGS AND CASTINGS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
ME, Angles, <i>7</i> , <i>E</i> or <i>L</i> Bars, for $\frac{3}{8}$ length amidships	<i>4 1/2</i>	<i>3</i>	<i>8</i>	<i>4 1/2</i>	<i>3</i>	KEEL, Bar or Side Plates depth and thickness	<i>6 1/2" x 1 7/8"</i>	<i>6 1/2" x 1 7/8"</i>	<i>6 1/2" x 1 7/8"</i>	<i>6 1/2" x 1 7/8"</i>	
for $\frac{1}{2}$ at each end	<i>4 1/2</i>	<i>3</i>	<i>7</i>	<i>4 1/2</i>	<i>3</i>	STEM, moulding and thickness	<i>6 1/2" x 3 3/4"</i>	<i>6 1/2" x 3 3/4"</i>	<i>6 1/2" x 3 3/4"</i>	<i>6 1/2" x 3 3/4"</i>	
in way of Double Bottoms at Solid Floors ..	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	STERN-POST for Rudder do. do.	<i>6 1/2" x 3 3/4"</i>	<i>6 1/2" x 3 3/4"</i>	<i>6 1/2" x 3 3/4"</i>	<i>6 1/2" x 3 3/4"</i>	
" " at intermdt. Bkts.	<i>3 1/2</i>	<i>3</i>	<i>6</i>	<i>3 1/2</i>	<i>3</i>	" " for Propeller	<i>4 1/2"</i>	<i>4 1/2"</i>	<i>4 1/2"</i>	<i>4 1/2"</i>	
ance of Frames from moulding edge to adding edge, all fore and aft	<i>22</i>		<i>22</i>			MAIN PIECE of Rudder, diameter at head.	<i>3 1/2"</i>	<i>3 1/2"</i>	<i>3 1/2"</i>	<i>3 1/2"</i>	
ERSED FRAME, Angles						do. at heel	<i>3 1/2"</i>	<i>3 1/2"</i>	<i>3 1/2"</i>	<i>3 1/2"</i>	
FRAMING, depth of girder						RUDDER, how constructed <i>cast steel, single peak</i>					
RS, depth and thickness of Floor Plate) at mid-line for $\frac{3}{8}$ length amidships						Can the Rudder be unshipped afloat? <i>yes</i>					
in way of Engines and Boilers						KEELSONS AND STRINGERS.					
thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate)					
depth at $\frac{3}{8}$ the half breadth, as per Rule ..	<i>34</i>		<i>6</i>		<i>6</i>	" Rider Plate					
height extended at the Bilges in Cell Dble Bottoms	<i>22</i>		<i>22</i>			" Bulb Plate to Intercoastal Keelson					
RS & BRACKETS, in Cell Dble Bottoms not flanged Distance apart	<i>34</i>	<i>10-7</i>	<i>34</i>	<i>10-7</i>		" Horizontal Plates on Floors					
RE GIRDER, in Double Bottom, depth and thickness	<i>3</i>	<i>3</i>	<i>9-7</i>	<i>3</i>	<i>9-7</i>	" Angles					
" Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>7</i>	SIDE KEELSON, Angles					
" " Bottom	<i>2</i>	<i>8-6</i>	<i>2</i>	<i>8-6</i>		" Bulb or Plate above floors for lng.					
GIRDERS, number and thickness not flanged Angles	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>6</i>	" Intercoastal Plate for length					
IN PLATE, depth (exclusive of flange) and thickness	<i>24</i>	<i>8-6</i>	<i>24</i>	<i>8-6</i>		" Attached to outside plating with Angle ..					
Angles to floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>7</i>	BILGE KEELSON, Angles					
RE BOTTOM PLATING, breadth and thickness of Middle Line Strake) ..	<i>32</i>	<i>9-6</i>	<i>32</i>	<i>9-6</i>		" Bulb or Plate above floors for len.					
" thickness in Engine and Boiler space ..		<i>7-9</i>		<i>7-9</i>		" Intercoastal Plate for length					
" " Remainder in Holds		<i>6</i>		<i>6</i>		" Attached to outside plating with Angle ..					
S, Main and Raised Quarter Deck, Angle Angle, Bulb Angle, Plate or Tee Bulb) Angles on Upper Edge	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>	BILGE STRINGER Angles	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>
Average space	<i>22</i>		<i>22</i>			" Bulb Plate for full length	<i>7 1/2</i>	<i>6</i>	<i>7 1/2</i>	<i>6</i>	
S, Lower Deck, Single Angle, Bulb) Angle, Plate or Tee Bulb						" Intercoastal Plate for length					
Angles on Upper Edge						" Attached to outside plating with Angle ..	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>
Average space						SIDE STRINGER Angles	<i>5</i>	<i>3</i>	<i>7</i>	<i>5</i>	<i>3</i>
S, Hold, Plate or Tee Bulb						" Bulb or Intercoastal Plate for full lng.	<i>7 1/2</i>	<i>6</i>	<i>7 1/2</i>	<i>6</i>	
Angles on Upper Edge						" Attached to outside plating with Angle ..	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>
Average space						Main and Raised Quarter Deck Stringer) Plate, breadth and thickness	<i>50"-22"</i>	<i>7-6</i>	<i>40"-22"</i>	<i>7-6</i>	
S, Poop Deck, Angle, Bulb Angle, Plate) or Tee Bulb	<i>6</i>	<i>3</i>	<i>9</i>	<i>6</i>	<i>3</i>	" Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>	
Angles on Upper Edge						" Tie Plates fore & aft, outside Hatchways ..					
Average space	<i>44</i>		<i>44</i>			" Diagonal Tie Plates on Bms, No. of Pairs ..					
S, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Main Dk* Iron or Steel for full lng.	<i>8-6</i>		<i>8-6</i>		
Angles on Upper Edge						" R. Q. Dk* Iron or Steel for lng.					
Average space						" Wood Deck, Material & thickness					
S, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6</i>	<i>3</i>	<i>9</i>	<i>6</i>	<i>3</i>	Lower Deck Stringer Plate, breadth and thickness					
Angles on Upper Edge						" Angles on ditto, No.					
Average space	<i>44</i>		<i>44</i>			" Tie Plates, outside Hatchways					
RS, in tween Decks, Size and Spacing ..						" Deck* Material and thickness					
" Hold	<i>2 3/4</i>	<i>44</i>	<i>2 3/4</i>	<i>44</i>		Hold Stringer Plate					
" Quarter, tween Dks.,						" Angles on ditto, No.					
" in Hold						Poop Deck Stringer Plate, breadth & thickness <i>33-24</i>	<i>6</i>	<i>33</i>	<i>6</i>		
FRAMES, In Fore Body, No. and Spacing ..						" Angle on ditto	<i>3 x 3</i>	<i>7-6</i>	<i>3 x 3</i>	<i>6</i>	
" " Brdth. & Thickness						" Tie Plates	<i>18</i>	<i>7</i>	<i>18</i>	<i>7</i>	
No. of Side Stringers						" Deck, Material and thickness <i>Wood</i>	<i>3"</i>		<i>3"</i>		
WEB FRAMES, In E. & B. Space, No. & Spacing ..						Bridge Deck Stringer Plate, brdth & thickness ..					
" " Brdth. & Thickness						" Angle on ditto					
WEB FRAMES, In After Body, No. and Spacing ..						" Tie Plates					
" " Brdth. & Thickness						" Deck, Material and thickness					
No. of Side Stringers						Forecastle Deck Stringer Plate, brdth & thcknss <i>33-22</i>	<i>6</i>				
" Size of Angles or Tee Bars to Web Frames						" Angle on ditto	<i>3 x 3</i>	<i>7</i>	<i>3 x 3</i>	<i>7</i>	
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						" Tie Plates					
						" Deck, Material and thickness <i>Wood sheathed with wood</i>	<i>2 3/4"</i>				

BULKHEADS.

In Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.	Spacing.	Single or Double Frames.	Height up.
<i>Collision</i>							
<i>W.T. BULKHEADS</i>		<i>6-5</i>	<i>6 x 3 3/4" spaced 48"</i>	<i>5 x 3 3/4" spaced 48"</i>	<i>22 1/2"</i>	<i>double</i>	<i>Main deck</i>
<i>Engine room</i>		<i>6-5</i>	<i>3 1/2 x 3 3/4" spaced 48"</i>	<i>3 1/2 x 3 3/4" spaced 48"</i>	<i>30"</i>		
<i>After peak</i>		<i>6-5</i>	<i>6 x 3 3/4" spaced 48"</i>	<i>5 x 3 3/4" spaced 48"</i>	<i>22 1/2"</i>		
<i>LONGITUDINAL</i>							

No. of valves and water-tight doors fitted.

Are the outside Plates doubled two spaces of Frames in length? *Yes*

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.	BUTTS.											
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Double or Treble and for what Length.	RIVETS.	STRAPS.	IF LAPPED.				
FLAT PLATE KEEL	32 1/2	12	10	10	32	12	flat	5 1/4	3/4	3 1/4	flat	3/4	2 3/4	16 3/4	14				
GARBOARD OR A STRAKE	34	9	8	8	32	9	-	4 1/2	3/4	3 1/4	-	3/4	2 3/4	-	-				
B "	51	7	7	7	7	7	-	4 1/2	3/4	3 1/4	-	3/4	2 3/4	7 3/4	full				
C "	53	8	8	7	8	8	-	4 1/2	3/4	3 1/4	-	3/4	2 1/2	8	-				
D "	55	7	8	6	7	7	-	4 3/4	3/4	3	-	3/4	2 3/4	8	-				
E "	54	8	7	7	8	8	single	2 1/2	3/4	3	-	3/4	2 1/2	8	-				
F "	52	7	6	6	7	7	flat	5	3/4	3 1/8	-	3/4	2 3/4	7 1/2	-				
Sheer or G "	34	11	8	8	33	11	single	2 1/2	3/4	3	-	3/4	2 1/2	8 1/4	-				
H "																			
J "																			
K "																			
L "																			
M "																			
N "																			
O "																			
P "																			
DOUBLE LINE OF PLATE KEEL																			
Length and thickness of Bilges	12 1/2"	7																	
Length and thickness of Sheerstrakes	12 1/2"	11																	
Length and thickness of Strake below	12 1/2"	7																	
POOP SIDES						7-5													
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES						7-6													
LENGTHS OF PLATING	12 1/2"																		

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, outside Plating, &c.: Southern Iron & Steel Co. (Ld.)
Open Hearth Process.

The steel has been tested as required by the Rules.

Main Stringer Plate Butts, treble riveted for half length amidship.
Straps, single, double or overlapped for full length amidship.
Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted? treble
Inner Bottom Plating, riveting of Edges single Butts double & single
Centre Girder Butts, treble & double riveted. Keelson Butts, treble riveted.
Frames, riveted through Plates with 3/4 in. Rivets, about 5" apart.
Rivets, state whether of Iron or Steel steel

FRAMES extend in one length from Centre line to margin plates and from margin plates to main, poop and forecastle decks.
REVERSED FRAMES on floors and frames extend from frames - ordinary

MASTS, SPARS, &c.												
LOWER MASTS	Fore	Main	Mizzen	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ASOLAS.	RIVETING.
						At Partners.	Heel.	Hounds.	Head.			
				Pine	45							
				"	46							

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds steel wire 3/4" Stays steel wire 3 3/4" - 3 1/4"

Sails, one Suit of Canvas Sails and the following spare sails none

EQUIPMENT No. 9840-68 LETTER i TONNAGE FOR TRAWLERS U.D.K.
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.	Cwts.	qrs.				lbs.
31674	1st Bower	14	2	7				16	1	0	14	2	0
31682	2nd "	14	1	18				15	19	0	7	16	2
31681	3rd "	14	1	14				15	19	0	7	12	3
	Collective weight	42	4	11				41	3	0			
31876	Stream	4	1	14	1	0	14	6	15	0	0	4	1
31877	Kedge	2	0	0	0	2	7	4	10	0	0	2	0
	2nd Kedge												

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.
				Supplied.	Per Rule.				
32465	195	3 1/2	25-7-2-0	14-2-18	14-0-16	195-1 3/16	Shad lock	Fellows Bros.	Tipton 28/07 C. & S. Perkins
	60	3"	18			60-3"			

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.

Boats two

Pumps, Number 1 Diameter of Barrel and Tail Pipe 5"

Windlass is patent steam Capstan patent steam

Engine Room Skylights.—How constructed? steel coaming

What arrangements for deadlights in bad weather? Bulls eyes

Coal Bunker Openings.—How constructed? steel coaming How are lids secured? hatches & bayonet Height above deck? 7 feet above poop deck

Number of Scuppers, and number and dimensions of Freeing Ports, &c. for scuppers each side. Six freeing ports each side—total area 21 0 each side.

Ceiling in Holds, thickness and material 2 1/2" pine Ceiling between Decks, thickness and material steel

Cargo Hatchways.—How formed? steel coaming Hatches.—If strong and efficient? yes

State size No. 1 Hatch (Forward) 11' x 10'8" No. 2 Hatch 22' x 10'8" No. 3 Hatch 22' x 10'8" No. 4 Hatch

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. 1 Hatch:—three fore & afters. No. 2 Hatch:—two web plates and three fore & afters. No. 3 Hatch:—two web plates and three fore & afters. No. of Breasthooks two No. of Crutches four

Bulwarks, height above deck and description four feet, stanchions—bulk plate 5" x 1/2" Main Rail, material and size steel bulk angle 5 1/4" x 3" x 1/2"

The above is a correct description of the AKTIOBOLAGET LIDSE VARE

Builder's Signature (here only) Carl Hallberg Surveyor's Signature W. Bulow 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 the case) Secretary letters init. Mr. 28th Sept. 05. 1st & 5th May 08. Gottenburg letters M:—23rd Sept. 05. 25th April, 1st May 08.

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

Is the riveted work properly closed? yes

Are the liners between the frames and plates solid single pieces? 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 the plating? no

Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes

General Remarks (State quality of workmanship, &c.)
The upper and weather decks have been tested as required by the Rules and found light.
The gutterways have been tested as required by the Rules and found light.

General Remarks.
This vessel has been built under special survey in accordance with the approved plans, forwarded to London per commercial papers post, and all the requirements of the rules have been fulfilled except with regard to the equipment, which will be made in order at this port in a few days time, when a towline as per rule will be placed on board, examined and reported upon.
Stem frame marked:—Lloyd's 1906 Skm. N° 310 W.
Rudder marked:—Lloyd's 1907 Skm. N° 313 W.
Stem examined and found good. The workmanship is good.
Please see Gottenburg report N° 1283 on the sister vessel "Fennia" built by the Eriksberg Mch. Verkstads Aktiebolag at this port.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49.5 ft., R.Q.D. or Break ft., Bridge Dk. ft., Forecastle 19 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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 Pl. (St.) Lloyd's A & C.P. FK. 3 BH. Cenn. WB=Cell DB & 106' 166' FPT 27 EAPT 23 E. Mch. aft.
Official No. 4848; Signal Letters J. & V. P.
How are the surfaces preserved from oxidation? Inside Cement and paint. Outside paint.

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.		
Double bottom, aft, under Engines and Boilers		<u>dry tank</u>	Fore peak tank,	<u>14.66</u>	<u>29</u>
Double bottom, forward,	<u>106.33</u>	<u>166</u>	After peak tank,	<u>11.0</u>	<u>23</u>
Double bottom, under Engines and Boilers, as above			Midship-deck tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 1 Date 13th May 1908
Order for Ordinary Survey No. 2 Date 13th May 1908
No. 2 in builder's yard

The amount of Entry Fee 55.00 Fees applied for, 13th May 1908
Special 500.00
Exam. of Plans Certificate 20.00 Received by me, 13th May 1908
Travelling Expenses, if any 163.80

I am of opinion this Vessel should be Classed 100A1 subject to a routine survey.
With, or without Freeboard, as condition of Class without freeboard

Committee's Minute TUES. 2 JUN 1908 WED. 10 JUN 1908
Character assigned Deferred 100A1
Lloyd's as per + time 5-08

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

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UR85-0070 2/2