

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office. WED. MAR. 13. 1912

Date of completion of report 8th March 1912. Port of Rotterdam. No. 1670
Survey held at R. G. L. v. d. Veld. Date, First Survey 11th September 11. Last Survey 29th February 1912.
On the S. S. No. 94. "Vlietstroom" Rig Schooner

TONNAGE under
Tonnage Deck 439.51
Do. between Tonnage Dk. and 3rd and 4th Dk. 20.96
Total under Upper Dk. 460.47
Do. of Poop 23.91
Do. of R.Q. Dk. 23.91
Do. of Bridge House 23.91
Do. of Forecastle 23.91
Do. of Houses on Dk. 23.91
Do. of excess of Hatchways 23.91
Do. above Crown of Engine Room 23.91
Gross Tonnage 460.47
Less Crew Space 23.91
Less above Crown of Engine Room 23.91
TONNAGE FOR FEES 412.65
Engine Room 23.91
Navigation Spaces 23.91

CLASS 100A1. FEET.
Breadth (greatest moulded) 28'-0"
Depth, at middle of length from top of keel to top of upper deck beams at side 13'-4"
Transverse Number 41.41
Length on deck from fore part of stem to after part of stern post 143.16
Longitudinal Number 7170
Depth "d" at middle of length (See Secs. 2 & 13) 12'-0"
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.9
" R.Q. Long Bridge Deck Beam at side to top of keel 9.9

Master ?
Year of appointment (1) As Master in service of owner of present vessel: 1911 (2) As Master of this vessel: 1911
Built at Harlingen
When built 1912. Launched 14 February 12.
By whom built Van Vliet & Co.
Owners Shipping Investments Ltd.
Managers Ch. F. de
Residence London. As
Port belonging to London. Amsterdam

Destined Voyage Lowest to Hull If Surveyed while Building, Afloat, or in Dry Dock Building.
Length on Deck 143.16 Feet. Inches. BREADTH Moulded 28 0. DEPTH, ACTUAL Top of Floors to top of Upper Dk. Beams 12 4. No. of Decks with flat laid 4. No. of Tiers of Beams 1.
Moulded depth, ft. 13. ins. 5 To Bridge Dk. Round of Upper Dk. Beam, Actual 4. ins.

FRAMING.						PILLARS.					
NAME, Angles, or Bars amidships						PILLARS, In 'tween Deck, size and spacing					
Do. in peaks	3	3	28	3	28	" " Hold	"	"	"	"	"
Do. in way of Double Bottoms at Solid Floors	3	3	28	3	28	" Quarter 'tween Dks.,	"	"	"	"	"
" " at intermdt. Bkts.						" " in Hold	"	"	"	"	"
acing of Frames from centre to centre amidships	22			22		KEELSONS & STRINGERS.					
" " length to Collision bulkhead	22			22		CENTRE LINE KEELSON, Vertical Plate, or Intercoastal Plate					
" " " in peaks	22			22		" Rider Plate	20 1/2		36	20 1/2	36
VERSED FRAME, Angles, as on plan	3 1/2	3 1/2	30	3 1/2	30	" Flat Plate Keel Angles					
Do. in way of Double Bottoms at Solid Floors	2 1/2	2 1/2	28	2 1/2	28	" Horizontal Plates on Floors	12		36	12	36
" " at intermdt. Bkts.						" Angles or Bulb Angles	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
AMING, depth of girder	as on plan			3 1/2	4 1/2	SIDE KEELSONS, Number	Two				
DOORS, depth and thickness of Floor Plate at mid-line for length amidships	1 1/2			32	1 1/2	" Angles or Bulb Angles	3 1/2	3	34	3 1/2	3
" in way of Engine and Boiler Spaces				36	42	" Plate above floor, for full length			32		32
" thickness at the ends of vessel				28		" Intercoastal Plate, for full length					
" depth at 1/2 the half breadth, as per Rule	as approved on plan			20		" Attached to outside Plating with Angle	3	3	32	3	32
" height extended at the Bilges	20			20		BILGE KEELSON, Angles					
DOORS & BRACKETS in Dble Bottoms	1 1/2			28	1 1/2	" Intercoastal Plate for full length					
" state if flanged (top & bottom)						" Attached to outside Plating with Angle					
" Spacing	22			22		SIDE STRINGERS, Number					
NTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	36			36	36	" Angle					
" Angles, Top	3	3	34	3	34	" Intercoastal Plate, for full length					
" " Bottom	3 1/2	3 1/2	36	3 1/2	36	" Attached to outside plating with Angle					
" " to Floors	3	3	32	3	32	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	40		42	40	42
DE GIRDERS, number on each side & thickness	Two			28	Two	" " " (in way of Bridge)					
on Top of Floors						" " Angle (clear of Bridge)	3 1/2	3 1/2	44	3 1/2	44
" Angles (top and bottom)	3	2 1/2	28	3	2 1/2	" Tie Plate at sides of Hatchways			30		30
" " to Floors	3	2 1/2	28	3	2 1/2	" Deck * Iron or Steel, for full length			30		30
REGIN PLATE, depth (exclusive of flange) and thickness	28			30	20	" Thickness (clear of Bridge)					
" Angles to Outside Plating	3	3	30	3	30	" " (in way of Bridge)					
" " Floors	3	3	28	3	28	" Wood Deck, Material & thcknss					
" Height of Brackets above at bilge	38			38		Second Deck Stringer Plate, br'dth & thickness					
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	48			34	30	" Angles on ditto, No.					
" in Engine and Boiler space				28		" Tie Plates outside Hatchways					
" Remainder in Holds				28		" Deck * Iron or Steel, for full length					
MS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5	3	34	5	34	" Wood Deck, Material & thickness					
" Angles on upper edge						Third Deck Stringer Plate, br'dth & thickness					
" In way of Long Bridge						" Angles on ditto, No.					
" Spacing	22			22		" Tie Plates outside Hatchways					
MS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Deck * Material and thickness					
" Angles on upper edge						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Spacing						" Angles on ditto, No.					
MS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Tie Plates outside Hatchways					
" Angles on upper edge						" Deck, Material & thickness					
" Spacing						Poop Deck Stringer Plate, breadth & thickness					
MS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Angle on ditto					
" Angles on upper edge						" Tie Plates					
" Spacing						" Deck, Material and thickness					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	4 1/2	3	34	4 1/2	3	Bridge Deck Stringer Plate, br'dth & thickness	30		26	30	26
" Angles on upper edge						" Angle on ditto	3 x 3		26	3 x 3	26
" Spacing	44			44		" Tie Plates	12		26	12	26
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5 1/2	3 1/2	44	5 1/2	3 1/2	" Deck, Material and thickness					
" Angles on upper edge						Forecastle Deck Stringer Plate, br'dth & th'kns	24		26	24	26
" Spacing						" Angle on ditto	3 x 3		26	3 x 3	26
						" Tie Plates			25		25
						" Deck, Material and thickness					

[illegible]

EQUIPMENT No. <u>783</u>				LETTER <u>L</u>				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
10420	1st Bower ...	14	1	14	<u>Anchor</u>			15	19	0	4	14	1	0	✓ Atlas Patent.	L. B. Homers	J. C. Paul Crashley Heath 16/12-11
10419	2nd „ ...	14	1	4	„			15	16	3	14	14	1	0	✓ „	Do	„ „ 16/12-11
10421	3rd „ ...	13	2	0	„			15	3	3	0	13	1	0	✓ „	Do	„ „ „ „
	4th „ ...																
	Collective weight	42	0	18	✓							41	3	0	✓		
10422	Stream	4	1	2	1	0	16	6	12	2	0	4	1	0	✓ Ordinary.	Do	„ „ 16/12-11
10423	Kedge.....	2	0	4	0	2	4	4	10	0	0	2	0	0	✓ Do.	Do.	„ „ „ „

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and Size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire Towline.	Length and Size per Table 31.
10463	145' 4" 1 1/2	25 3/8	144.0-0	141.0-16	195 1 3/16	And. Link J. B. Homers	Crashley Heath 20/12/11	TOWLINE	75 2 3/4	15 1/2	75 2 3/4
								HAWSERS & WARPS	90 6		90 6
Iron Stream Chain or Steel Wire	60 3 1/8				60 3	Prasen & Speeding Brothers	London				

Boats

Steering Gear, Steam

Steering Gear, Hand

Pumps, Number Two **Have as approved and one** Diaper of Bayrel 4 1/2 **State whether they are in efficient working order** Yes
Windlass is Iron Steam Patent angled of forepeak **Capstan** V
Engine Room Skylights.—How constructed? Steel & Angle **What arrangements for deadlights in bad weather?** Steel lids & deadlights
Coal Bunker Openings.—How constructed? Steel & Angle **How are lids secured?** 13 battens **Height above deck?** 18"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 3. Scuppers and three Ports. 31"x18"
Ceiling in Holds, thickness and material 2 1/2 Pine **Cargo Battens, thickness and material** 2
Cargo Hatchways.—How formed? 2 1/2 Steel and Angle **Hatches, If strong and efficient?** 2 1/2
State size No. 1 Hatch (Forward) 11' 9" **No. 2 Hatch** 18' 1/4" x 14' **No. 3 Hatch** 24' 2" x 14' **No. 4 Hatch** r
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 Hatch one Shifting beam No. 2 and 3. one each.
one fore and after No. 1. and two fore & after No. 2 and 3. **No. of Breasthooks** Three **No. of Crutches** deep floors aft.
Bulwarks, height above deck and description 45" Steel **Main Rail, material and size** 6" x 2 1/2" x 1/2"
The foregoing is a correct description. **Surveyor's Signature** P. Reuvenburg A. Thowenaar.
Builder's Signature (here only) P. Reuvenburg A. Thowenaar. **Surveyor to Lloyd's Register of British and Foreign Shipping.**

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

London M. 12/4. 8/5. 1/6. and 28/6. 1911.
9/5. Copy to the Builders. Overlapped, chipped and caulked.

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

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.

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. 26, par. 20)? Yes.

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes.

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

The vessel has been built in accordance with the approved plans. Secretary's Office. Referred to above and in general conformity with the Society's Rules.

The workmanship was found satisfactory. She has been found to have and will receive her Engine and Boilers at this place.

The top of Engine and Boilers casing has been left unfinished and requires to be dealt with where the Machinery is fitted.

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

Fee to be made out, as soon as the vessel has been measured
 The amount of Entry Fee £ 36 : : **Fees applied for,**
 Special Survey Fee £ 357 : : **Received by me,**
 Travelling Expenses, if any £ 54 : : **for Tonnage Certificate to be sent to** Adam Verrayes. **Date of issue** when complete.
 State whether the Vessel has been built under Special Survey Yes.
 I am of opinion this Vessel should be Classed 100 H1. **Surveyor to Lloyd's Register of British and Foreign Shipping.**
 With, or without Freeboard, as condition of Class Without.

Committee's Minute

Character assigned

WED. APR. 10 1912

100 H1
Lloyds atch
Time 3.12

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Lloyd's Register
 Foundation

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GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 88.5 ft., R.Q.D. 88.5 ft., Bridge 14.6 ft., Forecastle 24.16 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated V

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 Ok. St. Steel Deck. Steamer.
 Official No. _____; Signal Letters _____ State if Machinery is fitted aft No.
 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 or with girders on floors Girders on floors

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>31.16</u>	<u>31.9</u>	Fore peak tank,	<u>16.3</u>	<u>43.9</u>
Double bottom, under Engines and Boilers,			After peak tank,	<u>14.6</u>	<u>14.7</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
		<u>31.9</u>	State whether the above have been tested as required by the Rules <u>Yes and found tight</u>		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 240
 Date 2/4/1911
 No. 94 in builder's yard.
 DATES of Surveys held while building
11/9- 3-12/10- 30/10- 22/11- 7-18/12- 1911
8-15- 26/11- 3-14- 20- 29/12- 1912.
 Surveyor's Signature P. Leunenburg
 Total No. of Visits 14