

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office: THU. SEP 24 1914

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

Date of completion of report 16<sup>th</sup> September 1914. Port of Rotterdam.  
Survey held at Kinderdijk. Date, First Survey 13/1-1914. Last Survey 10/9-1914.  
On the (State if Single, Twin, or Triple Screw) S. Screw Hopper Barge 169. Rig none.

TONNAGE under  
Tonnage Deck  
Do. between Tonnage Dk. and 3rd and 4th Dk.  
Total under Upper Dk. 357.72  
Do. of Poop  
Do. of P.D. Dk.  
Do. of Bridge House  
Do. of Forecastle  
Do. of Houses on Deck  
Do. of excess of Hatchways  
Do. above Crown of Engine Room  
Gross Tonnage 2368.15  
Less Crew Space  
Less above Crown of Engine Room  
TONNAGE FOR FEES. 360.  
Less Engine Room  
Less Navigation Spaces

CLASS 10041. "Hopper Barge"  
Breadth (greatest moulded) 28.5  
Depth, at middle of length from top of keel to top of upper deck beams at side 12.5  
Transverse Number 41  
Length on deck from fore part of stem to after part of stern post 125  
Longitudinal Number 5125  
Depth "d" at middle of length (See Secs. 2 & 13) 11.2  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 10  
" " Long Bridge Deck Beam at side to top of keel

Master ?  
Year of appointment (1) As Master in service of owner of present vessel: 191 (2) As Master of this vessel: 191  
Built at Kinderdijk  
When built 1914. Launched 10/9-14  
By whom built Gebr. Lonker  
Owners J. Constant  
Managers  
Residence London  
Port belonging to London

Register Tonnage 331.39. Destined Voyage Lowest to Hull If Surveyed while Building, Afloat, or in Dry Dock Building.

LENGTH on Deck as per Rule 125.0. BREADTH Moulded 28.6. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 11.92. No. of Decks with flat laid 1. No. of Tiers of Beams 1.  
Moulded depth, ft. 12 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 1.2 ins.  
To Upper Dk.

FRAMING.						PILLARS.					
FRAME, Angles, or Bars amidships						PILLARS, In 'tween Deck, size and spacing					
Do. in peaks						" " Hold					
Do. in way of Double Bottoms at Solid Floors						" " Quarter 'tween Dks.					
" " at intermdt. Bkts.						" " in Hold					
Spacing of Frames from centre to centre amidships						KEELSONS & STRINGERS.					
" " length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate					
" " in peaks						" Rider Plate					
REVERSED FRAME, Angles						" Flat Plate Keel Angles					
Do. in way of Double Bottoms at Solid Floors						" Horizontal Plates on Floors					
" " at intermdt. Bkts.						" Angles or Bulb Angles					
FRAMING, depth of girder						SIDE KEELSONS, Number					
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						" Angles or Bulb Angles					
" in way of Engine and Boiler Spaces						" Plate above floors, for length					
" thickness at the ends of vessel						" Intercoastal Plate, for length					
" depth at 1/2 the half breadth, as per Rule						" Attached to outside Plating with Angle					
" height extended at the Bilges						BILGE KEELSON, Angles					
FLOORS in Cell. Double Bottoms						" Intercoastal Plate for length					
" state if flanged (top & bottom)						" Attached to outside Plating with Angle					
" Spacing of Solid floors						SIDE STRINGERS, Number					
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.						" Angle					
" Angles, Top						" Intercoastal Plate, for length					
" Bottom						" Attached to outside plating with Angle					
" to Floors						Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)					
" Brackets at intermdt. frmg., wdth & thknss						" " " " (br'dth & thickness) (in way of Bridge)					
SIDE GIRDERS, number on each side & thickness						" " " " Angle (clear of Bridge)					
" state if flanged (top and bottom)						" Tie Plate at sides of Hatchways					
" Angles (top and bottom)						" Deck * Iron or Steel, for length					
" to Floors						" Thickness (clear of Bridge)					
MARGIN PLATE, depth (exclusive of flange) and thickness						" (in way of Bridge)					
" Angle to Outside Plating						" Wood Deck, Material & thickness					
" Floors						Second Deck Stringer Plate, br'dth & thickness					
" Brackets at intermdt. frmg., wdth & thknss						" Angles on ditto, No.					
Height of Outside Brackets above at bilge						" Tie Plates outside Hatchways					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" Deck * Iron or Steel, for length					
" in Engine and Boiler space						" Wood Deck, Material & thickness					
" Remainder in Holds						Third Deck Stringer Plate, br'dth & thickness					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Angles on ditto, No.					
" In way of Long Bridge						" Tie Plates, outside Hatchways					
" Spacing						" Deck * Material and thickness					
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Spacing						" Angles on ditto, No.					
BEAMS, 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					
BEAMS, 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						Bridge Deck Stringer Plate, br'dth & thickness					
" Angles on upper edge						" Angle on ditto					
" Spacing						" Tie Plates					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" Deck, Material and thickness					
" Angles on upper edge						Forecastle Deck Stringer Plate, br'dth & th'kns					
" Spacing						" Angle on ditto					
						" Tie Plates					
						" Deck, Material and thickness					



WEB FRAMES.						Inches in Ship.				Inches per Rule.				FORGINGS OR CASTINGS.				Inches in Ship.				Inches per Rule.			
WEB-FRAMES, In Fore Body, No. and spacing														KEEL, Bar, depth and thickness				Flat keel plate.							
" " brdth. & thickness														STEM, moulding and thickness				6"x1 1/2"							
WEB-FRAMES, In E. & B. Space, No. & spacing														STERN-POST for Rudder do. do.				5 3/4"x3 3/8"							
" " brdth. & thickness														" for Propeller				6 x 3 1/2"							
WEB-FRAMES, In After Body, No. and spacing														RUDDER-Axle Table 22. Speed				As per approved plan							
" " brdth. & thickness														Main-Piece, diameter at head				3 1/2"							
" " No. of Side Stringers														" " at heel				2 3/4"							
Size of Face Angles to Web-Frames.....																									
BRACKET PLATES to Stringers between																									
Web Frames, depth and thickness.....)																									

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up, state deck.		
			Horizontal.	Vertical.	Size.	Spacing.				
W.T.BULKHEADS	4'	4".	L-5X3X.26X24"	S.	10k.					
		.28.	Three webs.							
		.26.	Aprak L 4 1/2 X 3 X .30 X 24."							
			m. 30/1. 14. Randa Riller							
" COLLISION "		.40.	P. 150 X 70 X 10 m. X 24"	S.	10k.					
PARTITION "	One.	Cross.	for lateral bracing and ends.							
LONGITUDINAL "	plating	case sides.	40' Stiffened as							
Are the outside Plates doubled two spaces of Frames in length?									No.	plating
Are the Sluice Valves and Watertight Doors in working order?									No.	fogged.

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.				BUTTS.						
	AMIDSHIP.		AFT.		AMIDSHIP.		AFT.		Edges.		RIVETS.		STRAPS.		IF LAPPED.				
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacings or to or from.	Diam.	Spacings or to or from.	Breadth.	Thickness.			
FLAT PLATE KEEL.....	54.	.52	.42	.42	54	.52			Double	5 1/2"	1/8"	3 1/2"	Double	1 1/8"	3 1/8"	9 1/2"			
GARBOARD OF A Strake	60	.40	.36	.36		.40			Single	2 1/2"	3/4"	3 3/4"	Double	3/4"	2 5/8"	4 1/2"			
State actual thickness in way of Double Bottom.	B	60	"	"		"			Double	4 1/2"	"	"	"	"	"	4 1/2"			
C	58	"	"	"		"			Single	2 1/2"	"	"	"	"	"	4 1/2"			
D	54	"	"	"		"			Double	4 1/2"	"	"	Double	3/4"	"	5 1/2"			
E	38	"	"	"		"										7 1/2"			
F	36	"	"	"		"										7 1/2"			
G																			
H																			
I																			
J																			
K																			
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THICKNESS OF SHEET PILE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. OF Flat Plate Keel Sheerstrakes Length and thickness.																			
POOP SIDES SHORT BRIDGE SIDES FORECASTLE SIDES																			
Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.																			

Upper Deck				Butts of Side Stringers				Inner Bottom Plating, riveting of Edges				Centre Girder Butts,				Frames, riveted through Plates with				Rivets, state whether Iron or Steel			
Stringer Plate				Straps, single, double or overlapped for full length amidship.				Tie Plates				Keelson Butts, fully riveted.				3/4 in. Rivets, about 5 1/2 apart.				as per Rules.			
Second Deck				Stringer Plate																			

FRAMES extend in one length from		to		State if ordinary or jogged	

EQUIPMENT No. 5316.75										ANCHORS.										TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS									
Number of Certificate.		Anchors.		WEIGHT OF STOCK			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.			Makers.			Where and when tested and by whom.										
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Cwts.	qrs.	lbs.															
1058/1	1st Bower ...	8	1	14	10	8	0	0	8	1	0	Paylor's Patent	"	"	"	"	"	"	"	"									
1058/8	2nd " ...	8	0	14	10	4	0	0	8	0	0	"	"	"	"	"	"	"	"	"									
	3rd " ...																												
	4th " ...																												
	Collective weight	16	1	14					16	1	0																		
1058/9	Stream ...	2	3	1	2	24	5	6	0	0	0	Common	"	"	"	"	"	"	"	"									
117/4	Kedge ...	1	0	0	1	11	3	5				"	"	"	"	"	"	"	"	"									

  

CHAIN CABLES.										HAWSELS 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 by whom.		Material.		Length and size supplied.		Breaking Test of Steel Wire Towline.		Length and Size per Table 31.	
		Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Inches.									Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.
1515/1	Patagonia	165	1 1/2	15.8	23 1/2	16	3	0	16	1 1/2	Study ?	"	"	"	"	"	"	45	2 1/2	12 1/2	45	2 1/2	
	Iron Stream Chain or Steel Wire	45	2 1/4	9 1/2	Tons.				45	2 1/4	Dynabaumtraal Sunda	"	"	"	"	"	"	90	5	Rupp	90	5	

**Boats:** Two. Steering Gear, Steam. Diameter of Barrel 4". State whether they are in efficient working order. **Capstan:** r.

**Windlass:** is Steam. Engine Room Skylights.—How constructed? Hull and Angle. What arrangements for deadlights in bad weather? Steel Rids.

**Coal Bunker Openings.**—How constructed? " " " How are lids secured? Battens. Height above deck? 22".

**Number of Scuppers,** and numbers and dimensions of Freeing Ports, &c. 3 Scuppers open amidship. 13 Wafers low.

**Ceiling in Holds,** thickness and material Only Corrugated Iron 2 1/2". Cargo Battens, thickness and material 2 Planks 24 x 12 aft.

**Cargo Hatchways.**—How formed? None. Hatches, if strong and efficient? 2 1/2 battens.

**State size No. 1 Hatch (Forward)** No. 2 Hatch No. 3 Hatch No. 4 Hatch

**Number of Web Plates, Shifting Beams, and Fore and Afters** to each Hatch

**Bulwarks,** height above deck and description Steel. Bow and aft. 32". Main Rail, material and size L 6 1/2 x 2 1/2 x 1/20.

The foregoing is a correct description. Builder's Signature: J. M. Jones Surveyor's Signature: J. J. Remmenburg

**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) London Letter. including copies to Owners. 9/12-1913. 18/12-1913. 20/1-1914. 14/1-20/1-8/4-20/4-1914.

**Workmanship.** Are the butts of plating planed or otherwise fitted? Overlapped. Is the riveted work properly closed? Yes. Satisfactory.

Are the liners between the frames and plates solid single pieces? Jagged plates. 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 facing surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? In a few.

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 2)? Yes. State results of tests Satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 2)? None. State results of tests " "

**General Remarks** (State quality of workmanship, &c.) The workmanship was found satisfactory and the vessel has been built in accordance with the approved Plans Secretary's Letters referred to above and in general conformity with the Society's Rules. She has been towed to Hull to receive her Engines and Boilers—and in connection therewith the following remains to be done=

Engine and Boiler casing tops to be riveted and completed.  
Steering Engine to be supplied and fitted and completion of gear to be completed.  
Steam Windlass to be fitted and connections to be completed.  
Amongst the plans you will find the approved pipe line; but all this required to be made in England.

The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee ... 24.00 Fees applied for, 16/9. 1914.  
Special Survey Fee ... 216.00 Received by me, 21/9. 1914.  
Travelling Expenses, if any, 12.00

State whether the Vessel has been built under Special Survey. Yes. Certificate to be sent to Rotterdam Date of issue 3/11/14.

I am of opinion this Vessel should be Classed 100A.1. "Clapper Barge" J. J. Remmenburg.

With, or without Freeboard, as condition of Class Without. (When Completed) Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI OCT 30 1914  
Character assigned 100A1 Clapper Barge.

Lloyd's Reg. Co. + L.M.B. 1014.



GENERAL REMARKS—(continued).

WEB F  
B-FRAMES, In F  
" No of Side  
B-FRAMES, In  
" B-FRAMES, In  
" No. of Si  
Size of Fac  
ACKET PLA  
Web Frames, d  
ULKHEADS  
BULKHEAD

COLLISION  
RTITION  
NGITUDIN

e the outside  
e the Sluice

STRA

LAT PLATE  
In Bar Keel, S  
ARBOARD O

State actual  
thickness in  
ay of Doubl  
Bottom.

Here

THKNE  
CLEAR  
Do.  
DBLG.  
" Leng  
POOP  
SHOR  
FORE

Up  
Str  
Se  
Str

FF

RI

I

B

To

Rig

Sails.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 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. Ok.  
Official No. One. Ste. Ok.; Signal Letters  
How are the surfaces preserved from oxidation? Inside Cement and Paint. State if Machinery is fitted aft Yes. Outside Paint.

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,			Fore peak tank,	as per plan. ± 20 feet on 90.	
Double bottom, under Engines and Boilers,			After peak tank,	13H. feet on 90.	
Double bottom, if under Engines only,			Deep tank, aft,	130c. keelson in	
Double bottom, if under Boilers only,			Deep tank, forward,	Hopper well 3 tested.	
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom		(If necessary, furnish further information by sketch.)		

\* 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.

Order for Special Survey No. 431.

Date 31/12 1913.

No. 394, in builder's yard.

DATES of Surveys held while building

13/1-2/2-4-20/3-2-21-28/4-14-20/5-4-15/6-2-25-20/4.  
11-19-18-3-10/9-1914.

Surveyor's Signature

R. Penningburg.

Total No. of Visits 18.

Lloyd's Register Foundation