

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office MON. FEB. 5 - 1912

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

Date of completion of report *31st January 1912.* Port of *Rotterdam.* No. *7613*
Survey held at *Alblasferdam and 7th Dk.* Date, First Survey *22/3. 1911.* Last Survey *31/1. 1912.*
On the *Steel Vessel Steamship Brunswijk* Rig *Schooner.*

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. }
and 3rd and 4th Dk. }
Total under Upper Dk. *1954.93*
Do. of Poop *12.10*
Do. of R.Q.Dk. *34.34*
Do. of Bridge House *101.12*
Do. of Forecastle *33.48*
Do. of Houses on Dk. *2142.00*
Do. of excess of Hatchways *60.34*
Do. above Crown of *2081.63*
Engine Room }
Gross Tonnage }
Less Crew Space }
Less above Crown of }
Engine Room }
TONNAGE FOR FEES.. *1349.51*
Engine Room *685.44*
Navigation Spaces *46.68*

CLASS *+ 100A1* **FEET.**
Breadth (greatest moulded) *42.00*
Depth, at middle of length from top of keel to top of upper deck beams at side *21.11*
Transverse Number *63.11*
Length on deck from fore part of stem to after part of stern post *284.5*
Longitudinal Number *18370.6*
Depth "d," at middle of length (See Secs. 2 & 13) *18.9*
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *13.11*
" " **Long Bridge Deck Beam at side to top of keel** *9.9*

Master *J. L. Feenstra.*
Year of appointment *1912.*
Built at *Alblasferdam.*
When built *1911-12.* **Launched** *18th Dec. 1911.*
By whom built *N. V. Scheepswerk 1/2 Jan. Emsland.*
Owners *Maak. Stoomschip Brunswijk*
Managers *E. J. Dekkers.*
Residence *Rotterdam.*
Port belonging to *Rotterdam.*

Master Tonnage *1349.51* **Destined Voyage** *A. Nazaire* **If Surveyed while Building, Afloat, or in Dry Dock** *Building.*

LENGTH on Deck *284* **BREADTH** *42* **DEPTH, ACTUAL** *19.4*
as per Rule *5* Moulded *0* Do. do. *19* *1 1/2*
Moulded depth, ft. *28* ins. *11* To Bridge Dk. Round of Upper Dk. Beam, Actual *10 1/2* ins.
Moulded depth, ft. *21* ins. *11* To Upper Dk.

FRAMING.						PILLARS.					
	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved		Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved
FRAME, Angles, or Bars amidships <i>No. 1 Hated</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>8 1/2</i>	<i>3 1/2</i>	PILLARS, In 'tween Deck, size and spacing	<i>25 1/2 x 48</i>	<i>25 1/2</i>	<i>48</i>	<i>25 1/2</i>	<i>48</i>
Do. in peaks	<i>8 1/2</i>	<i>3 1/2</i>	<i>5 1/2</i>	<i>8 1/2</i>	<i>3 1/2</i>	" " Hold	<i>4 1/2 x 4 1/2</i>	<i>4 1/2</i>	<i>48</i>	<i>4 1/2</i>	<i>48</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" " Quarter 'tween Dks.,					
" " at intermdt. Bkts.	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" " in Hold					
Spacing of Frames from centre to centre amidships	<i>24</i>			<i>24</i>		KEELSONS & STRINGERS.					
" " " " from } length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above }					
" " " " in peaks..						floors, Through Plate, or Intercoastal Plate }					
EVERSED FRAME, Angles.	<i>Bulb angle frames</i>					Rider Plate.....	<i>Stm. all fore and aft.</i>				
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Flat Plate Keel Angles					
" " at intermdt. Bkts.	<i>3 1/2</i>	<i>3</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Horizontal Plates on Floors					
FRAMING, depth of girder <i>Bulb angle frames</i>						" Angles or Bulb Angles					
FLOORS, depth and thickness of Floor Plate	<i>Stm all fore and aft</i>					SIDE KEELSONS, Number					
at mid-line for } 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 } the half breadth, as per Rule ... }						" Attached to outside Plating with Angle					
" height extended at the Bilges						BILGE KEELSON, Angles					
FLOORS & BRACKETS in Cell Dble Bottoms	<i>38</i>	<i>34</i>	<i>44</i>	<i>38</i>	<i>34</i>	" Intercoastal Plate for length					
" " state if flanged (top & bottom)	<i>not flanged</i>					" Attached to outside Plating with Angle					
" " Spacing	<i>48</i>			<i>48</i>		SIDE STRINGERS, Number	<i>two</i>	<i>6 1/2</i>	<i>3</i>	<i>44</i>	<i>6 1/2</i>
ENTRE GIRDER, in Dbl. bottom, dpth. & thickness.	<i>38</i>	<i>46</i>	<i>38</i>	<i>38</i>	<i>46</i>	" " Angle	<i>9</i>				
" " Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Intercoastal Plate, for length	<i>full</i>		<i>40</i>		<i>40</i>
" " Bottom	<i>4</i>	<i>4</i>	<i>54</i>	<i>4</i>	<i>54</i>	" Attached to outside plating with Angle		<i>3 1/2</i>	<i>3</i>	<i>40</i>	<i>3 1/2</i>
" " to Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	Upper Deck Stringer Plate, br'dth & thickness	<i>at break. 46</i>	<i>50</i>	<i>56</i>	<i>50</i>	<i>56</i>
IDE GIRDERS, number on each side & thickness	<i>two</i>	<i>34</i>	<i>two</i>	<i>34</i>		" " " " (clear of Bridge)		<i>50</i>	<i>44</i>	<i>50</i>	<i>44</i>
" " state if flanged (top and bottom)	<i>not flanged</i>					" " " " (in way of Bridge)		<i>4 1/2 x 4 1/2</i>	<i>60</i>	<i>4 1/2 x 4 1/2</i>	<i>60</i>
" " Angles (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	" " " " Angle (clear of Bridge)		<i>44</i>	<i>42</i>	<i>44</i>	<i>42</i>
" " to Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Deck * Iron or Steel, for length	<i>full</i>	<i>38</i>	<i>30</i>	<i>38</i>	<i>30</i>
MARGIN PLATE, depth (exclusive of flange)	<i>28</i>	<i>40</i>	<i>28</i>	<i>40</i>		" " Thickness (clear of Bridge)		<i>38</i>	<i>30</i>	<i>38</i>	<i>30</i>
" " and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	" " (in way of Bridge)		<i>30</i>		<i>30</i>	
" " Angles to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Wood Deck. Material & thickness	<i>Steel</i>				
" " Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	Second Deck Stringer Plate, br'dth & thickness					
" " Height of Brackets above at bilge	<i>19</i>		<i>19</i>			" Angles on ditto, No.					
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>34</i>	<i>44</i>	<i>34</i>	<i>44</i>	<i>36</i>	" Tie Plates outside Hatchways					
" " in Engine and Boiler space		<i>42</i>	<i>52</i>		<i>42</i>	" Deck * Iron or Steel, for length					
" " Remainder in Holds		<i>36</i>	<i>32</i>		<i>36</i>	" Wood Deck. Material & thickness					
BEAMS, Upper Deck, Single Angle, Bulb	<i>8</i>	<i>3</i>	<i>46</i>	<i>8</i>	<i>3</i>	Third Deck Stringer Plate, br'dth & thickness					
" " Angle, Plate, Tee Bulb, or Channel						" Angles on ditto, No.					
" " Angles on upper edge						" Tie Plates, outside Hatchways					
" " In way of Long Bridge						" Deck * Material and thickness					
" " Spacing	<i>24</i>		<i>24</i>			Fourth and Fifth Deck Stringer Plate, breadth & thickness					
BEAMS, Second Deck, Single Angle, Bulb						" " Angles on ditto, No.					
" " Angle, Plate, Tee Bulb, or Channel						" " Tie Plates outside Hatchways					
" " Angles on upper edge						" " Deck. Material & thickness					
" " Spacing	<i>24</i>		<i>24</i>			Poop Deck Stringer Plate, breadth & thickness	<i>28</i>	<i>32</i>	<i>28</i>	<i>32</i>	
BEAMS, Third and Fourth Deck, Single Angle, Bulb						" Angle on ditto	<i>3 x 3</i>	<i>32</i>	<i>3 x 3</i>	<i>32</i>	
" " Angle, Plate, Tee Bulb, or Channel						" Tie Plates					
" " Angles on upper edge						" Deck. Material and thickness	<i>Peaks</i>	<i>26</i>		<i>26</i>	
" " Spacing	<i>24</i>		<i>24</i>			Bridge Deck Stringer Plate, br'dth & thickness	<i>42</i>	<i>48</i>	<i>42</i>	<i>48</i>	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5 1/2</i>	<i>3</i>	<i>34</i>	<i>5 1/2</i>	<i>3</i>	" Angle on ditto	<i>4 1/2 x 4 1/2</i>	<i>50</i>	<i>4 1/2 x 4 1/2</i>	<i>50</i>	
" " Angles on upper edge						" Tie Plates	<i>at opening</i>	<i>34</i>		<i>34</i>	
" " Spacing	<i>24</i>		<i>24</i>			" Deck. Material and thickness	<i>Peaks</i>	<i>30</i>		<i>30</i>	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>6 1/2</i>	<i>3</i>	<i>40</i>	<i>6 1/2</i>	<i>3</i>	Forecastle Deck Stringer Plate, br'dth & thickness	<i>28</i>	<i>32</i>	<i>28</i>	<i>32</i>	
" " Angles on upper edge						" Angle on ditto	<i>3 x 3</i>	<i>32</i>	<i>3 x 3</i>	<i>32</i>	
" " Spacing	<i>24</i>		<i>24</i>			" Tie Plates	<i>Plate</i>	<i>24</i>		<i>24</i>	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>6 1/2</i>	<i>3</i>	<i>40</i>	<i>6 1/2</i>	<i>3</i>	" Deck. Material and thickness	<i>Plate</i>	<i>2 1/2</i>		<i>2 1/2</i>	
" " Angles on upper edge											
" " Spacing	<i>24</i>		<i>24</i>								

[illegible]

EQUIPMENT No.				LETTER				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.			
38101.	1st Bower ...	39	2	0	Rocking	35	8	3	0	39	0	0	Taylor's Cast	"	C.E. Pennies
38100.	2nd " ...	37	0	18	"	33	16	3	14	37	0	0	" Steel	"	Rippon 22/9-11
38102.	3rd " ...	36	3	0	"	33	11	3	14	34	0	0	" Head	"	" " "
	4th " ...														" " "
	Collective weight	113	1	18						110	0	0			
38445	Stream	10	0	4	2	2	14	12	0	0	0	10	0	0	Ordinary
38444	Kedge.....	5	0	18	1	1	10	7	9	2	21	5	0	0	"

CHAIN CABLES.										HAWSEWS 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.	Length and Size per Table 31.			
Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.					Fathoms.	Inches.	Tons.			
303.	240	1 1/2	59	8	2	414	2	24	39	3	6	240	1 1/2	90	4	33			
										Steel and angle.	A. Schuurman Rotterdam 5/2-9/11		Powline						
										Hutchinson's Kettingfabriek			Hawsews & Warps	90 x 2	3	18			
														90	7	Lump			
														90	6	"			

Boats Four One Downston 5" and Jorkeel Diameter of Barrel 5" Steering Gear, Steam *Jes.* Steering Gear, Hand *Jes.*

Pumps, Number One Downston 5" and Jorkeel Diameter of Barrel 5" State whether they are in efficient working order *Jes.*

Windlass is Iron Steam Capstan *Jes.*

Engine Room Skylights. How constructed? *Steel and angle.* What arrangements for deadlights in bad weather? *Steel lids and deadlights.*

Coal Bunker Openings. How constructed? *Steel and angle.* How are lids secured? *Battens.* Height above deck? *30 bridge pl.*

Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** *Four and six in foreward and after end. Fore 4 x 40" x 20".*

Ceiling in Holds, thickness and material. *2 1/2" Pine with 98" Carving Cargo Battens, thickness and material. Close curled at side of Hatch.*

Cargo Hatchways. How formed? *Steel and angle.* Hatches, If strong and efficient? *Satisfactory.*

State size No. 1 Hatch (Forward) *24' x 14'* **No. 2 Hatch** *24' x 14'* **No. 3 Hatch** *24' x 14'* **No. 4 Hatch** *24' x 14'*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Two webs and three fore and afters each Hatch.*

No. of Breasthooks *8 incl. Ols.* **No. of Crutches** *dug floor aft.*

Bulwarks, height above deck and description *Steel. 48"* Main Rail, material and size *L 6 1/2 x 3.*

The foregoing is a correct description.

Builder's Signature (Accredited) *E.P.S.WERF VOORHEEN JAN SMIT CZ.* Surveyor's Signature *P. Reevenburg.* 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. My 10/2 - 6/4 - 11/5 - 1911.

Workmanship. Are the butts of plating planed or otherwise fitted? *Overlapped and Caulked.*

Is the riveted work properly closed? *Jes. Satisfactory.*

Are the liners between the frames and plates solid single pieces? *Jes.* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Jes.*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Jes.* Do any rivets break into or through the seams or butts of the plating? *Jes. a few.*

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Jes.* State results of tests. *Satisfactory.*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Jes.* State results of tests. *Satisfactory.*

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 Certificate referred to above and in general conformity with the Society's Rules.

The Vessel took the ground with the Stern whilst Lanching and is reported to have been striking the Bridge at Dorchester whilst being towed to. Flushing: at my recommendation she was placed in Drydock for exam and found undamaged.

The Surveyor should state the Number of Report and Name of any Sister Vessel.
100A

The amount of Entry Fee *60.00:* Fees applied for, *1/2 1912*

Special Survey Fee... *924.60:* Received by me, *1/2 1912*

Travelling Expenses, if any... *59.50:*

State whether the Vessel has been built under Special Survey *Jes.*

I am of opinion this Vessel should be Classed *+ LOA1.*

With, or without Freeboard, as condition of Class *Without*

Committee's Minute
Character assigned
TUE FEB 6 - 1912
100A
arb. P
+ L.M.B. 1.12.

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Lloyd's Register

GENERAL REMARKS—(continued).

pt. 4.

te of writing Report *Sh*
o. in Survey held
Reg. Book.

on the
Master *F. L. Pen*

Engines made at

Boilers made at

Registered Horse Po

Nom. Horse Power as

NGINES, &c.—

Dia. of Cylinders *2*

Is the screw shaft fit

in the propeller bos

between the bearings

liners are fitted, is t

Dia. of Tunnel shaft

collars *11 1/2* Dia

No. of Feed pumps

No. of Bilge pumps

No. of Donkey Engin

In Engine Room *tn*

held well; on

No. of Bilge Injections

Are all the bilge suction

Are all connections

Are they fixed suffici

Are they each fitted

What pipes are car

Are all Pipes, Cock

Are the Bilge Sucti

Dates of examinatio

Is the Screw Shaft

BOILERS, &c

Total Heating Su

Working Pressur

Can each boiler be

each boiler *2 1/2*

Smallest distance be

Thickness *1 1/4*

long. seams *double*

Per centages of str

Size of compensati

Length of plain p

Working pressure

Pitch of stays to d

Material of stays,

Material *S*

Diameter at sma

Thickness *3/4*

Diameter of tubes

Pitch across u

thickness of gird

Working pressu

separately *2*

holes *2* P

If stiffened with

Working pressu

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *20.9* ft., R.Q.D. *1* ft., Bridge *42* ft., Forecastle *32.5* ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop does not join the Bridge Deck.*

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 Steel Deck. Intermediate B.H. in Forehold dispensed with*
Official No. ; Signal Letters State if Machinery is fitted aft *No.* *4 B.H.s only*
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 *Cellular System*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>84</i>	<i>215</i>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	<i>16</i>	<i>68</i>
Double bottom, if under Engines only,	<i>18</i>	<i>54</i>	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<i>120</i>	<i>320</i>	Other tanks, if fitted,		
Total capacity of double bottom		<i>589</i>	(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 and found good*

Order for Special Survey No. *264*

Date *24/3-11*

No. *468* in builder's yard.

DATES of Surveys held while building

*22/3 - 16/5 - 4/6 - 22/6 - 7-14-19/7. 10-16-18/8- 5-22/9. 3-24/10-9-17-23/11
6-12-18/12- 19/11.
8-17-25-29-30-31/1. 19/12.*

Surveyor's Signature

B. Reunenburg

Total No. of Visits *26*

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