

IRON SHIP.

(Revised at London 1888)

Survey held at *Amsterdam* Date, First Survey *24 June 84* Last Survey *14 March 1888*
 of the *Iron Screw Steamer "Prins Frederik Hendrik"*

TONNAGE under
 Tonnage Deck *1571.42*
 of Third, Spar,
 or Avoing Deck *120.55*
 of Poop, or
 raised Qr. Dk. *126.42*
 of Houses
 on Deck *23.54*
 of Forecastle *1641.93*
 as Tonnage *62.48*
 Crew Space *1548.95*
 Engine Room *446.33*
 Master Tonnage *1102.62*
 cut on Beams

ONE, OR TWO DECKED, THREE DECKED VESSEL,
 SPAR, OR AWNING-DECKED VESSEL.
 Half Breadth (moulded) *18.00*
 Depth from upper part of Keel to top of Upper Deck Beams *23.00*
 Girth of Half Midship Frame (as per Rule) *36.93*
 1st Number *44.83*
 1st Number, if a 3-Decked Vessel deduct 7 feet
 Length *260.00*
 2nd Number *20255.8*
 Proportions— Breadths to Length *4.22*
 Depths to Length—Upper Deck to Keel *11.50*
 Main Deck ditto

Master *C. Rademaker 84*
 Built at *Amsterdam*
 When built *18 84/88* Launched
 By whom built *Hon. Fab. v. St. & an*
 Owners *Hon. H. J. Haildient*
 Residence *Amsterdam*
 Port belonging to *Amsterdam*
 Destined Voyage *West Indies - New York*
 If Surveyed while Building, Afloat, or in Dry Dock.
While building

Dimensions of Ship per Register, length, 260.	Breadth, 36.	depth, 20'-9"	per hull of tonnage, 22'-3 1/2"	Power of Engines, 204	N° of Decks with flat laid, 2	N° of Tiers of Beams, 2
Flat Keel Plates, breadth and thickness	36	12	36	12		
PLATES in Garboard Strakes, br'dth & thickness	36	12	36	12		
From Garboard to upper part of Bilges	11x10		11x10			
Of d'bling at Bilge, or increased thickness, and length applied	14x12		14x12			
From up. prt of Bilge to edge of Sh'rstrake	10x11		10x11			
Main Sheerstrake, breadth and thickness	40	10	14			
Of d'bling at Sh'atk. & lng. applied						
From M'n. to Up. or Spar Dk. Sh'rstrake						
Up. or Spar Dk. Sh'rstrake, br'dth & thickn'ss	16x19	16x19	16x19			
Butt Straps to outside plating, breadth & thickness	11x18	thicker than plate				
Lengths of Plating	not less than 6 ft					
Shifts of Plating, and Stringers	2					
Gunwale Plate on ends of Avoing, Spar, or Upper Deck Beams, breadth and thickness	5x10	5x10	5x10			
Angle Iron on ditto	5x4x9	5x4x9	5x4x9			
Tie Plates fore and aft, outside Hatchways	14	10	14	10		
Diagonal Tie Plates on Beams No. of Pairs	14	10				
Flat of Up., Spar, or Avoing Dk. * iron 1/2 inch last 6 1/2 feet last 3 1/2"	5 1/2	5 1/2	5 1/2	5 1/2		
How fastened to Beams	1/2 bolts & nuts					
Stringer Plate on ends of Main or Middle Deck	40	9	35	9		
Beams, breadth and thickness	24	8	24	8		
Is the Stringer Plate attached to the outside plating?	yes.					
Angle Irons on ditto, No.	4x4x9	4x4x9	4x4x9			
Tie Plates, outside Hatchways	14	9				
Diagonal Tie Plates on Beams, No. of pairs	14	9				
Flat of Middle Deck * do. do. pitch pine	5 1/2					
How fastened to Beams	screw bolts & nuts					
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	9x16					
Is the Stringer Plate attached to the outside plating?						
Angle Irons on ditto, No.						
Stringer or Tie Plates, outside Hatchways						
Flat of Lower Deck *						
Ceiling betwixt Decks, thickness and material	6x2	latten				
in hold do. do.	2 1/2	latten	2 1/2			
Main piece of Rudder, diameter at head	4					
do. at heel	3 1/2		3 1/2			
Can the Rudder be unshipped afloat?	yes.					
Bulkheads No. 5 No. per Rule 4						
Thickness of 5/16", 7/16", 9/16" at top.						
Height up 4 to upper deck, 1 to lower deck						
How secured to sides of ship	between double frames					
Size of Vertical Angle Irons 5x3x 5/16 and distance apart	30 ins.					
Are the outside Plates doubled two spaces of Frames in length?	yes.					

FRAMES extend in one length from *keel* to *gunwale*
 REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *gunwale* and to *lower deck* alternately
 ELSONS. Are the various lengths of Plates and Angle Irons properly connected? *yes* And butts properly shifted? *yes*
 PLATING. Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 7/8 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.
 Butts of 4 Strakes at Bilge for *half* length, treble riveted with Butt Straps. *4/16* thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships —
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *treble* No. of Breasthooks, *four* Crutches, *two*
 at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *of ductile good quality*
 manufacturer's name or trade mark, *Domefied, Ron & Co. 3 South Street, London E.C. 4*
 The above is a correct description.
 Elder's Signature, *Koninklijke Fabrik van Sloone - en* Surveyor's Signature, *W. F. D. van Pleefer*
Werkhuizen *Amsterdam* Surveyor to Lloyd's Register of British and Foreign Shipping.

