

1 or 2 Decks. IRON OR STEEL STEAMER.

Received at London Office, 28 MAR 92

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

Date of completion of Report 22 March 1892 Port of Amsterdam

No. 1214 Survey held at Amsterdam Date, First Survey 4 February Last Survey 21 March 1892

On the *St. Jans Riverzug Poolster* Rig One signal mast.

ONE OR TWO DECKED VESSEL.

Master D. Kolk

CLASS

Year of appointment (1) As master in service of vessel of present class - 84 (2) As master of this vessel - 89

Built at Amsterdam

When built 1889 Launched 15 August

By whom built Hon. Fabrick van Hoon

Owners Hoon sleep & drinkwater dienst

Managers H. Ritters.

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

Residence Amsterdam

Port belonging to Amsterdam

King's dry dock

Tonnage under

Fonnage Deck

of Poop

of Raised Qr.

of Break.

of Bridge House

of Houses on Deck

of excess of Hatchways

of Forecastle

above Crown of

Engine Room

ross Tonnage

in Crew Space

in above Crown of

Engine Room

EXCESS FOR FEES

in Engine Room

in Navigation Spaces

Register Tonnage

as cut on Beam

59 Tons.

Half Breadth (moulded) 8.58
Depth from upper part of Keel to top of Main Deck Bms. 8.41
Girth of Half Midship Frame (as per Rule) 15.41
1st Number 32.40
Length 98.
2nd Number 3145.
Proportions—Breadth to Length 1:5.7
Depth to Length—Main Deck to top of Keel 1:11.6
Destined Voyage River towing

1/ Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule	Feet	Inches	BREADTH—Moulded	Feet	Inches	DEPTH—Top of Floors to Main Deck Beams	Feet	Inches	Power of Engines	Horse	No. of Decks with Flat laid	No. of Tiers of Beams
98			14	2		4	9		52		one	one

Dimensions of Ship per Register, Length, 111.1 breadth, 15 depth, 5.44. Moulded Depth, ft. 8 ins. 3/4. Round of Beam 4 1/4 inches.

FORGINGS AND CASTINGS.

SEL, Bar or Side Plates depth and thickness

EM, moulding and thickness

ERN-POST for Rudder do. do.

for Propeller

AIN PIECE of Rudder, diameter at head

do. at heel

DDER, how constructed

in the Rudder be unshipped afloat?

FRAMING.

AME, Angles, or Bars, for length amidships

Do. for 1/2 at each end

Do. in way of Double Bottoms

Distance of Frames from moulding edge to

moulding edge, all fore and aft

VERSED FRAME, Angles

DOORS, depth and thickness of Floor Plate

at mid-line for 1/2 length amidships

in way of Engines and Boilers

thickness at the ends of vessel

depth at 1/2 the half breadth, as per Rule

height extended at the Bilges

DOORS & BRACKETS, in Cell Dble Bottoms

Distance apart

NTRE GIRDER, in Double Bottom, depth

and thickness

Angles, Top

Bottom

DE GIRDERS, number and thickness

Angles

ARGIN PLATE, depth (exclusive of flange)

and thickness

Angles

NER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

thickness in Engine and Boiler space

Remainder in Holds

AMS, Main and Raised Quarter Deck,

Single Angle, Bulb Angle, Plate or Tee Bulb

Angles on Upper Edge

Average space

AMS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

Angles on Upper Edge

Average space

AMS, Hold, Plate or Tee Bulb

Angles on Upper Edge

Average space

AMS, Poop Deck, Angle, Bulb Angle, Plate

or Tee Bulb

Angles on Upper Edge

Average space

AMS, Bridge Deck, Angle, Bulb Angle,

Plate or Tee Bulb

Angles on Upper Edge

Average Space

AMS, Forecastle Deck, Angle, Bulb Angle,

Plate or Tee Bulb

Angles on Upper Edge

Average space

LAARS, in 'tween Decks, Size and Spacing

Hold

IB FRAMES, in Fore Body, No. and Spacing

Brdth. & Thickness

No. of Side Stringers

IB FRAMES, in After Body, No. and Spacing

Brdth. & Thickness

No. of Side Stringers

Size of Angles or Tee Bars to Web Frames

ACRET PLATES to Stringers between

Web Frames, Depth and Thickness

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plates above

floors, Through Plate, or Intercoastal Plate

Rider Plate

Bulb Plate to Intercoastal Keelson

Horizontal Plates on Floors

Angles

SIDE KEELSON, Angles

Bulb or Plate above floors for

Intercoastal Plate for

Attached to outside plating with Angle

BILGE KEELSON, Angles

Bulb or Plate above floors for 1/2 len.

Intercoastal Plate for

Attached to outside plating with Angle

THREE STRINGER Angles

Bulb Plate for

Intercoastal Plate for

Attached to outside plating with Angle

SIDE STRINGER Angles

Bulb or Intercoastal Plate for full lng.

Main and Raised Quarter Deck Stringer

Plate, on ends of Beams, breadth & thknss

Angle on ditto

Tie Plates fore & aft, outside Hatchways

Diagonal Tie Plates on Bms., No. of Pairs

Flat of Dk. Laminar Steel for 45' lng.

Wood for 1/2 aft Material & thickness

How fastened to Beams

Lower Deck Stringer Plate, on ends of

Beams, breadth and thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Flat of Deck Material and thickness

How fastened to Beams

Hold Stringer Plate, on ends of Beams

Angles on ditto, No.

Poop Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Flat of Deck, Material and thickness

Bridge Deck Stringer Plate, brdth & thickness

Angle on ditto

Tie Plates

Flat of Deck, Material and thickness

Forecastle Deck Stringer Plate, brdth & thknss

Angle on ditto

Tie Plates

Flat of Deck, Material and thickness

PLATING.

FLAT PLATE KEEL, breadth and thickness

d'bling or incr'd thknss, & lngth appl.

PLATES in Garboard Strakes, brd'th & thickness

From Garboard to lower part of Bilges

State Thickness of Plating in way of Double Bottom

Bilges, number of Strakes and thickness

Of doubling at Bilge, or increased thickness,

and length applied

from up. part of Bilge to lr. edge of Sh'rstrake

on loadline

Sheerstrake, breadth and thickness

Of d'bling at Sh'stk. & lng. applied

Poop Sides

Raised Quarter Deck Sides

Bridge Sides

Forecastle Sides

Lengths of Plating 6 to 8 space of frames.

• If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.				No. in Vessel	No. Req'd. by Rule		
Coiling betwixt Decks, thickness and material	in hold	do.	do.	Thickness	Angle	Spacing	Height up
all space in vessel occupied for crew.				rule No 4/20	Vrtcl. 2 1/2, 2 1/4, 4	28"	to deck
Number of Breasthooks	one			Partition	Vrtcl.		
Crutches	one			Longitudinal	Vrtcl.		

Are the outside Plates doubled two spaces of Frames in length? *no.*

The **FRAMES** extend in one length from *centerline* to *deck stringer*. Riveted through Plates with 1/2 in. Rivets, about 4" apart.

The **REVERSED ANGLE** on floors and frames extend from *across the floor only*, except in *engine room* where they extend *on every frame to deck stringer, and in boiler space on every fourth frame to deck stringer.*

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to *Bas-Keel* or Flat Plate Keel, with rivets 1/2 in. diameter, averaging 2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, *double* riveted; with rivets 1/2 in. diameter, averaging 2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, *treble or double* riveted; *treble* for full length; with rivets 1/2 in. dia., averaging 1 3/4 ins. from cr. to cr.

" " " overlapped for full length, treble riveted for full length; with rivets 1/2 in. dia., averaging 1 3/4 ins. from cr. to cr.

Butts of the Strakes at Bilge for full length, *double* riveted with Butt Straps *as* thicker than the plates they connect.

Edges from Bilge to Sheerstrake, worked clench, *double or single* riveted; with rivets 1/2 in. diameter, averaging 2 ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, *treble or double* riveted; *treble* for full length; with rivets 1/2 in. dia., averaging 1 3/4 ins. from cr. to cr.

" " " overlapped for full length, treble riveted for full length; with rivets 1/2 in. dia., averaging 1 3/4 ins. from cr. to cr.

Edges of Sheerstrake, *double or single* riveted.

Butts of Sheerstrake, *treble* riveted for full length amidships.

Butts of Main Stringer Plate, *treble* riveted for full length amidships. **Single or Double Butt Straps to Stringer Plate** for full length.

Butts of Inner Bottom Plating riveted for full length. **Butts of Centre Girder** riveted.

Breadth of edge laps of Shell Plating in double riveting 2 1/2". **Breadth of edge laps of Shell Plating** in single riveting 1 1/2".

Butt Straps of Shell Plating breadth and thickness 6" as thick as the plates. **Butts, if Lapped**, breadth of laps 6".

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? *treble and double*

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? *Said to be Consell & Co. (The manager, Mr. Rutter, had some testpieces of plates and angles in his safe, the plates were doubled cold, the angles cold without fracture.)*

Workmanship. Are the butts of plating planed or otherwise fitted? *Said to be planed, they are close and good.*

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? *as far as ascertained, yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *no*

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.*

MASTS, SPARS, &c.

	Material	Total Length	DIAMETER AND THICKNESS				No. of Plates in round	Angles	Riveting
			At Partners	Heel	Hoists	Head			
Fore	wood	Signal mast, fit to be lowered to half in the bridge							
LOWER MASTS									
Main									
Mizen									
Bowsprit	wood of heavy size as anchor is lifted at end of bowsprit								
Topmasts, Yards and Remainder of Spars	none								
Rigging, Material and Size, Shrouds									
Sails	none								
Suit of									
Sails, and the following spare sails	none								

EQUIPMENT No. 3175 LETTER A. ANCHORS.

Number of Certificate	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.	Tons.	cwts.	qrs.					lbs.
1st Bower	4	1		1	16		+		3	2		Ordin. arm. Anchor, palm	Koninklijke Bedr. Groepmeyer at Leiden	
2nd "	4			1			+		3	2				
3rd "														
Collective weight	8	1							7					
Stream														
Kedge														
2nd Kedge														

CHAIN CABLES.

Number of Certificate	Fathoms	Size	Test per Certificate, Tons	Weight of Chain Cable			Fathoms & Size, Per Rule	Description	Makers of Cables	Where and when tested, and Superintendent	Material	Fathoms	Size	Fathoms & Size, Per Rule
				Cwts.	qrs.	lbs.								
	60	1 1/2					120-1 1/2	studied	Kon. Bed. Groepmeyer at Leiden		Steel	80	1 1/2	5 1/2
Iron Straps, Bails or Steel Wire	87	1 1/2					45-1 1/2	Open link			Steel	80	1 1/2	5 1/2
Towline of steel wire	80	1 1/4									Steel	80	1 1/4	5 1/2

HAWSERS AND WARPS.

Boats *one* *skiff* as usual on the river.

Pumps, Number *two*, as before, one chest by, one *hand*. Diameter of Barrel and Tail Pipe 3" & 1 1/4" respectively.

The Windlass is *Barber's patent* *steam* *hand* *capstan*.

Engine Room Skylights.—How constructed? *Iron, wood lids with paper of glass.*

What arrangements for deadlights in bad weather? *no arrangements made for such river boats.*

Coal Bunker Openings.—How constructed? *Iron*. How are lids secured? *Iron lids*. Height above deck? *4"*

Number of Scuppers, and number and dimensions of **Freeing Ports, &c.** *no Freeing port, four scuppers on each side.*

Cargo Hatchways.—How formed? *none*

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

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *no*

Bulwarks, height above deck and description *Steel plate* Main Rail, material and size *no*

The above is a correct description. *Builder's Signature, (name only)* *no*

Surveyor's Signature, *M. F. D. van Olfen*

Surveyor to Lloyd's Register of British and Foreign Shipping

Order for Special Survey No. *10*

Date

Order for Ordinary Survey No.

Date

No. *10* in builder's yard

DATES of Surveys held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid
- 4th. When the ship was complete, and before the plating was finally coated or cemented
- 5th. After the ship was launched and equipped

Total No. of Visits *five*

State dates and initials of letters respecting this case

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

This vessel has been built for river-towage alone and is superior in strength than the average tugboats for the Rhine and the Dutch rivers. The engine room floor and foundation are of strong construction; the boiler floor are provided with double angles at every fourth floor. In run of vessel there are strong foundations riveted from side to side to support the bearings of the two propeller shafts; the brackets for the propeller shafts outside of the vessel are strong forgings properly fastened to the hull. Cement is put on the floors in the coalbunkers to preserve the material and to dispense with ceiling, some cement has been cut out, the material is in first rate condition. There are beams on every set of frames as well in the way of steel deck as of wood deck. Between engine room and stokehold is a heavy strong beam from side to side. I have made a thorough examination of the vessel in dry dock and afloat, there being no ceiling, the floorplanking in fore and after cabin has been removed to enable me to inspect the floors, keelson, cement &c. some woodwork at sides has been removed and I found the cement to adhere properly and the whole vessel from end to end, bunkers included in an excellent state of preservation.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *10* ft., R.Q.D. or Break *10* ft., Bridge Dk. *10* ft., F'castle *10* 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) *Part steel and wood forward, aft. Steel deck uncovered.*
Official No. *none*; Signal Letters *none*

PARTICULARS OF WATER BALLAST.

Double bottom, aft, length *10* and water capacity in tons *10*. Double bottom, forward, length *10* and water capacity in tons *10*.
Double bottom, under engines and boilers, length *10* and water capacity in tons *10*. If under Engines only, or Boilers only, state which.
Double bottom, constructed on the cellular system, length *10* and water capacity in tons *10*.
Fore peak tank, water capacity in tons *4 tons*. After peak tank, water capacity in tons *8 tons*.
Midship deep tank, length *10* and water capacity in tons *10*. Other tanks, if fitted, length *10* and water capacity in tons *10*.

The above have *now* been tested as required by the Rules *up to maximum height*
(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside *bottom cement, sides paint* Outside *Coal tar*

FREEBOARD assigned by the Committee as per Secretary's Letter, dated

	In Summer	In Winter	For Winter in North Atlantic	Fresh water above the centre of disc
	<i>10</i> ft. <i>10</i> ins.	<i>10</i> ft. <i>10</i> ins.	<i>10</i> ft. <i>10</i> ins.	<i>10</i> ft. <i>10</i> ins.

To top of Wood, Iron or Steel Upper Deck.

State if marked on Vessel's sides in accordance with No. 57

The amount of Entry Fee *£ 1*

Special *£ 5*

Certificate *£ 5*

Travelling Expenses, if any *£ 5*

I am of opinion this Vessel should be Classed

A for tug purposes on rivers only

if granted
Certificate to be sent to *H. F. D. van Ollefen*
Amsterdam

H. F. D. van Ollefen
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES. 29 MAR 1892

TUES. 5 APR 1892

Character assigned

No class assigned

No class assigned

Till

Till