1 or 2 Dks., ~~R.Q.Dk.,~~ ~~and Pt. Awng. Dk.~~

~~IRON~~ OR STEEL STEAMER.

1623

Received at London Office.

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

Date of completion of Report *4th April* | Port of *Amsterdam*

No. *1623a* Survey held at *Amsterdam* Date, First Survey *May 1894* | Last Survey *4th April* 1895

On the *Steel Screw Str Laanstroom* | Rig *two pole masts*

TONNAGE under Tonnage Deck	*842.31*
Do. of Poop	*48.04*
Do. of Raised Qr. Dk. or Break	
Do. of Bridge House	*72.03*
Do. of Forecastle	*27.97*
Do. of Houses on Deck	
Do. of excess of Hatchways	
Do. above Crown of Engine Room	
Gross Tonnage	*990.35*
Less Crew Space	*49.52*
Less above Crown of Engine Room	
Tonnage for Fees	*940.83*
Less Engine Room	*235.55*
Less Navigation Spaces	
Register Tonnage as cut on Beam	*705.28*

ONE OR TWO DECKED VESSEL.

CLASS *100 A1 Contemplated*

	FEET.
Half Breadth (moulded)	*15.5*
Depth from upper part of Keel to top of Main Deck Bms.	*11.5*
Girth of Half Midship Frame (as per Rule)	*31.33*
1st Number	*45.33*
Length	*212.*
2nd Number	*13849*
Proportions—Breadths to Length	*6.8*
Depths to Length—Main Deck to top of Keel	*11.4*

Master *J. Parlevliet*

Year of appointment { (1) As master in service of owner of present vessel ... 18 (2) As master of this vessel ... 18

Built at *Amsterdam*

When built *4-95* Launched *23.1.95*

By whom built *Huygens & van Gelder*

Owners *Hollandsche Stoomboot Maat*

Managers *K. van Hasselt & B. Nierstrasz* (Where necessary to be entered in Reg. Book).

Residence *Amsterdam.*

Port belonging to *Amsterdam*

Destined Voyage *River Thames* ~~If~~ Surveyed while Building, ~~Afloat, or in Dry Dock~~ *Yes*

LENGTH on Deck as per Rule	Feet. *212*	Inches.	BREADTH—Moulded	Feet. *31.*	Inches.	DEPTH—Top of Floors to Main Deck Beams.	Feet. *16*	Inches. *10½*	Power of Engines	Horse. *101*	No. of Decks with Flat laid *1* No. of Tiers of Beams *2 part iron deck*

Dimensions of Ship per Register, Length, *213.7* breadth, *32.27** depth, *16.66*. Moulded Depth, ft. *17* ins. *10½*. Round of Beam *9½* inches.

FRAMING.	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule	Inches per Rule Or as Approved.	16ths or 20ths per Rule
FRAME, Angles, ~~L. Z or [~~ Bars, for ½ length amidships	4	3	7	4	3	7
Do. for ¼ at each end	4	3	6	4	3	6
Do. in way of Double Bottoms at Solid Floors						
„ „ at intermdt. Bkts.						
Distance of Frames from moulding edge to moulding edge, all fore and aft	23			23		
REVERSED FRAME, Angles	3	3	7	3	3	7
DEEP FRAMING, depth of girder						
FLOORS, depth and thickness of Floor Plate at mid-line for ½ length amidships	19½		8	19½		8
„ in way of Engines and Boilers	19½		10.9	19½		10.9
„ thickness at the ends of vessel			7			7
„ depth at ⅔ the half breadth, as per Rule	14			9¾		
„ height extended at the Bilges	32			37		
FLOORS & BRACKETS, in Cell Dble Bottoms	*On every frame*					
„ „ Distance apart	23			23		
CENTRE GIRDER, in Double Bottom, depth and thickness	21		8	21		8
„ „ Angles, Top	3½	3½	7	3½	3½	7
„ „ „ Bottom	3½	3½	7	3½	3½	7
SIDE GIRDERS, number and thickness	4		6	3		6
„ Angles	3	3	7	3	3	7
MARGIN PLATE, depth (exclusive of flange) and thickness	22		7	20		7
„ Angles	3½	3½	8	3½	3½	8
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36 *Iron*		7/16	36		7/16
„ thickness in Engine ~~and Boiler space~~			5/16			5/16
„ „ „ Remainder in Holds			6/16			6/16
BEAMS, Main ~~and Raised Quarter Deck,~~ Single Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5½	3	8	5½	3	8
„ ~~Angles on Upper Edge~~ *In engine space*	9×10 angles 3½×3½×8			9×10 angles 3½×3½×8		
Watchbeams	7½×7 angle 3×3×7			7½×7 angle 3×3×7		
„ Average space	23			23		
BEAMS, Lower Deck, *in forehold* Single Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5½	3	8	5½	3	8
„ ~~Angles on Upper Edge~~ *Strongbeam in boilerspace*	*8½ with four angles 4×3×7*					
„ Average space	23			23		
BEAMS, Hold, ~~Bulb Angle~~ *in afterhold* Tee Bulb	9½	5	9	8½	5	9
„ Angles on Upper Edge						
„ Average space	*about every sixth frame*					
BEAMS, Poop Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5½	3	7	5½	3	7
„ Angles on Upper Edge						
„ Average space	46			46		
BEAMS, Bridge Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5½	3	7	5½	3	7
„ ~~Angles on Upper Edge~~ *at openings*	6½	3	8	6½	3	8
„ Average Space	46			46		
BEAMS, Forecastle Deck, ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	6½	3	8	6½	3	8
„ ~~Angles on Upper Edge~~						
„ Average space	46			46		
PILLARS, In 'tween Decks, Size and Spacing	46	2½		46	2½	
„ Hold „ „	46	3½		46	3½	
„ Quarter, 'tween Dks. „ „						
„ „ in Hold „ „						
WEB FRAMES, In Fore Body, No. and Spacing						
„ „ „ Brdth. & Thickness						
„ No. of Side Stringers „ „						
WEB FRAMES, In E. & B. Space, No. & Spacing						
„ „ „ Brdth. & Thickness						
WEB FRAMES, In After Body, No. and Spacing						
„ „ „ Brdth. & Thickness						
„ No. of Side Stringers „ „						
„ Size of Angles or Tee Bars to Web Frames						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar or Side Plates depth and thickness	8 × 2¼	8 × 2¼
STEM, moulding and thickness	7 × 2	7 × 2
STERN-POST for Rudder do. do.	7¼ × 4¼	7¼ × 4¼
„ for Propeller	7¼ × 4¼	7¼ × 4¼
MAIN PIECE of **Rudder,** diameter at head	5½	5½
do. at heel	3½	3½

RUDDER, how constructed *Cast steel Ordinary*

Can the Rudder be unshipped afloat? *Yes.*

KEELSONS AND STRINGERS.	Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule	Inches per Rule Or as Approved.	16ths or 20ths per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	15		11	15		11
„ Rider Plate	10½		11	10½		11
„ Bulb Plate to Intercostal Keelson						
„ Horizontal Plates on Floors						
„ Angles	5	3½	8	5	3½	8
SIDE KEELSON, Angles	3	3	7	3	3	7
„ ~~Bulb or~~ Plate above floors for *whole* lng.	15		7	15		7
„ ~~Intercostal~~ *Web* Plate for *whole* length			7			7
„ Attached to outside plating with Angle	3	3	7	3	3	7
BILGE KEELSON, Angles	3	3	7	3	3	7
„ ~~Bulb or~~ Plate above floors for *whole* len.	15		7	15		7
„ Intercostal Plate for length						
„ Attached to outside plating with Angle						
BILGE STRINGER Angles	5	3½	8-7	5	3½	8-7
„ ~~Bulb Plate for~~ *all fore & aft* length						
„ Intercostal Plate for length						
„ Attached to outside plating with Angle						
SIDE STRINGER Angles						
„ Bulb or Intercostal Plate for lng.						
„ Attached to outside plating with Angle						
Main and Raised Quarter Deck Stringer Plate, breadth and thickness		31	9	31		9
„ Angle on ditto		4×4	8-7	4×4		8-7
„ Tie Plates fore & aft, outside Hatchways			7/16			7/16
„ Diagonal Tie Plates on Bms., No. of Pairs						
„ Main Dk* Iron ~~or Steel~~ for *whole* lng.			6/16			
„ R. Q. Dk* Iron or Steel for lng.						
„ Wood Deck, Material & thickness	*pitch pine in forecastle 3*					
Lower Deck Stringer Plate, *in* breadth and thickness		22	4/16	22		8
„ Angles on ditto, No.		3½×3½	8	3½×3½		8
„ Tie Plates, outside Hatchways						
„ Deck* Material and thickness *Iron in forehold*			5/16			5/16
Hold Stringer Plate *in afterhold*		22	8	22		8
„ Angles on ditto, No. *2 with 7½ faceplate*		3½×3½	8	3½×3½		8
Poop Deck Stringer Plate, breadth & thickness		22	7	22		7
„ Angle on ditto		3×3	7	3×3		7
„ Tie Plates *every alternate beam connected with a plate*		12	7	12		7
„ Deck, Material and thickness	*pitch pine*		2¾			2¾
Bridge Deck Stringer Plate, brdth & thickness		22	7	22		7
„ Angle on ditto		3×3	7	3×3		7
„ Tie Plates		18	7	18		7
„ Deck, Material and thickness	*pitch pine*		2¾			2¾
Forecastle Deck Stringer Plate, brdth & thickns		22	7	22		7
„ Angle on ditto		3×3	7	3×3		7
„ Tie Plates *One plate in centre whole length*		5	7	5		7
„ Deck, Material and thickness	*pitch pine*		2¾			2¾

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

BULKHEADS.	Number. In Vessel.	Number. Per Rule.	Thickness. 16ths or 20ths.	Stiffeners. Horizontal. Inches.	Stiffeners. Vertical. Inches.	Stiffeners. Spacing. Inches.	Single or Double Frames.	Heights.
W. T. BULKHEADS	4	4	6	4×3×7	4×3×7	30 / 48	*double*	*Upper deck*
PARTITION „	*One semibox beam in afterhold*							
LONGITUDINAL „	*On engine room bulkhead*							

Are the outside Plates doubled two spaces of Frames in length? *Yes*

Form No. 1A.

Referred to the Chief Surveyor. *11 4 95*

STRAKES.	PLATING. As in Ship. Amidship. Breadth. Inches.	Amidship. Thickness.	Forward. Thickness.	Aft. Thickness.	Per Rule or as Approved. Amidship. Breadth. Inches.	Amidship. Thickness.	RIVETING. Edges. Single or Double.	Edges. Breadth of Lap. Inches.	Edges. Rivets. Diam. Inches.	Edges. Rivets. Spacing cr. to cr. Inches.	Butts. Double or Treble and for what Length.	Butts. Rivets. Diam. Inches.	Butts. Rivets. Spacing cr. to cr. Inches.	Butts. Straps. Breadth. Inches.	Butts. Straps. Thickness.	Butts. If Lapped. Breadth. Inches.	Butts. If Lapped. For what Length. Feet.
Flat Plate Keel (If Bar Keel, state Riveting)	Rivets 1 1/16 spaced 5 7/8 double ri						double										
Garboard or A Strake	34	10	9	9	34	10		5 1/4	7/8		treble ½ L	7/8	3 5/16	16 3/4	12		
(State actual thickness in way of Double Bottom.) B		9	8	8		9		4½	3/4		"	3/4	2 7/8			7½	Whole
C		9	8	9		9		4½	3/4		"	3/4	2 7/8			7½	Length
D		9	8	8		9		4½	3/4		"	3/4	2 7/8			7½	"
E		10	8	8		10		5½	7/8		"	7/8	3 5/16			9	"
F		9	8	8		9		4½	3/4		"	3/4	2 7/8			7½	"
G		9	8	8		9		4½	3/4		"	3/4	2 7/8			7½	"
H		9	8	8		9		4½	3/4		"	3/4	2 7/8			7½	"
J		9	8	8		9		4½	3/4		"	3/4	2 7/8			7½	"
K	36	12	9	9	36	12		5 1/4	7/8		"	7/8	3 5/16			9	"
L																	
M																	
N																	
O																	
P																	
Doubling of Flat Plate Keel																	
Length and thickness of Bilges	do																
of Sheerstrakes	Doubled for 16' fore & aft of bridge																
of Strake below																	
Poop Sides				6													
Raised Quarter Dk. Sides																	
Bridge Sides		6															
Forecastle Sides			6														
Lengths of Plating	from 14 to 16 ft																

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.: S. M. Consett. Lanarkshire Firth & Son Sheffield. Haniel & Lueg Dusseldorf.
Irondeck & top of tanks Compagnie de Clabach Belgium

Main Stringer Plate { **Butts,** treble riveted for ½ Vessels length **amidship.** / **Straps,** ~~single~~, double or ~~overlapped~~ for at ends length **amidship**

Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted?

Inner Bottom Plating, riveting of **Edges** Single **Butts** Double

Centre Girder Butts, treble riveted. **Keelson Butts,** treble **riveted.**

Frames, riveted through Plates with 3/4 in. Rivets, about 5 1/4 **apart.**

Rivets, state whether of Iron or Steel Iron.

FRAMES extend in one length from Keel to Gunwale & poop bridge & forecastle stringers

REVERSED FRAMES on floors and frames extend from ~~Double reversed frames~~ from Centre girder to hold stringer and to maindeck stringer alternately, double in Engine & boiler space

MASTS, SPARS, &c.

	Material.	Total length.	Diameter and Thickness. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles. Number.	Angles. Size.	Riveting. Seams.	Riveting. Butts.
Lower Masts.... Fore	Steel	55'	× 6/20	14"	18"	6"	two	–	–	Single	treble & double
Main	–										
Mizen	Steel	49'	× 6/20	15"	18"	6"	two	–	–	single	treble & double
Bowsprit											

Topmasts, Yards and Remainder of **Spars** –

Rigging, Material and Size, **Shrouds** Iron 3½" . **Stays** 3½

Sails. Fore & aft Stay sail Suit of – Sails and the following spare sails One set complete

EQUIPMENT No. 14714 **LETTER** M . **TONNAGE** for **TRAWLERS** U.Dk.

ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	Cwts.	qrs.	lbs.	Weight Req. by Rule. Cwts.	qrs.	lbs.	Description of Anchor. (Patent state Name of Patentee.)	Makers.	Where and when tested and Superintendent.
35164	1st Bower	22	3	26				23	2	2	1	22	2		Hall's Stockless	N. Hingley	25 Jany 95
35663	2nd	22	3	4				23	0	2	14	22	2		Cast steel head		25 " 95
35662	3rd	18	3	8				19	17	2	0	19	0	✗			25 " 95
	Collective weight	64	2	10								64	0	0			
35871	Stream	6	1	11	1	2	17	8	12	2	0	6	2		Ordinary		28 " 95
35870	Kedge	3	1	12		3	14	5	16	2	7	3	1		Ordinary		29 " 95
	2nd Kedge	Drop & Mechanical test applied by W. P. Cornish & J. W. Drummond															

(Written vertically beside the table: J. Thornton Gris Hopper? at tipton)

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable. Supplied.	Per Rule.	Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.
15047	90½	1 1/16	37¼	99-3-11					Tipton 14-1-95
15048	75½	1 1/16	37¼	83-0-0			Stud		Tipton 14-1-95
11048	15¼	1 1/16	37¼	16-3-4			Link		Sunderland 29-6-94
11061	30¼	1 1/16	37¼	33-0-3	222.1.17	210 – 1 1/16			" " 6-7-94
	211-4			232-2-18					L. W. Swift
Iron Stream Chain or Steel Wire	60	3½	Steel wire breaking test 26 tons makers Felten & Guilleaume						

HAWSERS AND WARPS.

	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.
Towline	Hemp	90	9½		90 × 9½
Hawser	Manilla	90	4½		90 × 4½
Warp		90	3½		90 × 3½

Boats Two No 1 22 × 6½ × 2½ No 2 22 × 5¾ × 2¼

Pumps, Number Three Diameter of Barrel and Tail Pipe 4" and 2½"

Windlass is Napiers patent with steam **Capstan** Rogers patent.

Engine Room Skylights.—How constructed? Steel Sashes with bull's eyes

What arrangements for deadlights in bad weather? Covers (cast iron)

Coal Bunker Openings.—How constructed? of cast iron How are lids secured? Catch in Cover Height above deck? Flush

Number of **Scuppers,** and number and dimensions of **Freeing Ports, &c.** 10 à 3½ freeing ports 6 à 3' × 1½

Ceiling in Holds, thickness and material 2½" pitch pine + 1½ batten **Ceiling 'tween Decks,** thickness and material Sparring 1¾"

Cargo Hatchways.—How formed? Steel plates & angles — **Hatches.**—If strong and efficient? 2½" pitchpine

State size **No. 1 Hatch** (Forward) 11½ × 10 × 3' **No. 2 Hatch** 19½ × 3' × 10 **No. 3 Hatch** 15½ × 10 × 3 **No. 4 Hatch** –

Number of **Web Plates, Shifting Beams,** and **Fore** and **Afters** to each Hatch One deep webplate in No 2 & 3 hatch. One fore & after in each 2 strong beams in lower hatch, at No 2 hold. **No. of Breasthooks** 3 **No. of Crutches** 3

Bulwarks, height above deck and description 4' Steel plating Main Rail, material and size Steel 6¾"

The above is a correct description.

Builder's Signature (here only). Huygens & van Gelder

Surveyor's Signature J. R. Lithe ~~Surveyor to Lloyd's Register of British and Foreign Shipping.~~

Form No. 1A.

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made to any correspondence connected with the case*) M3.5, 1-6, 13-6
19-6, 31-7, 9-8, 24-8, 11-10, 8-11/94, 26/3/95. 27.3.95.

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

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? Yes

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes

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.

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

This vessel has been built in accordance with the rules and the approved tracings are now in the London office.
The whole of the steel used in the hull has been tested as required by the rules and found of good quality.
The workmanship throughout is good.
The fore & afterpeak have been tested by filling with water and found tight
The iron decks have been tested by "flodding" and found tight.
Handpumps tested and found in good working order.

* The extreme breadth over chafing pieces, as per Dutch law for registry

An uncaulked wood deck has been laid in afterhold from Engineroom bulkhead to foreside of hatch and from afterside hatch to afterbulkhead on the hold beams, planking 8" x 3" pitchpine

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27 ft., R.Q.D. or Break — ft., Bridge Dk. 59.5 ft., F'castle 25 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 Poop and bridge disconnected.

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 iron deck, two tiers of beams part iron deck

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Cement & paint Outside Tar & paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Mc Intyre system on top of floors

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	51-4	47	Fore ~~peak~~ tank, divided in two		
Double bottom, forward,	64-4	80 + 57	After peak tank,		
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only,	15-4	33.	Other tanks, if fitted,		
Double bottom, if under Boilers only,		217	(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules. Tested

Order for Special Survey No.
Date May 1894
Order for Ordinary Survey No.
Date
No. 159 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

Built under Special Survey.
date first survey May 1894
Last Survey 4 April 1895

Total No. of Visits 105

The amount of Entry Fee ......£ 3 : :
Special......£ 50 : :
Certificate* £ : :
Travelling Expenses, if any £ 1 : 15 :

Fees applied for, 18
Received by me, 18

* Certificate to be sent to Amsterdam Office

I am of opinion this Vessel should be Classed ✠ 100 A1

~~With~~ or without Freeboard, as condition of Class With freeboard.

J. H. Abbe
Surveyor to Lloyd's Register of British and Foreign Shipping.

The Surveyors are requested not to write on or below the Committee's Minute.

Committee's Minute TUES 9 APL 1895
Character assigned 100A1 Steel

a & cP 1Dk (Iron) lower dk
+ LMC 4,95 fore hold (Iron) 2 A B

This Vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100 A1 (Steel) as recommended.

+ 100 A1 (Steel)
1 Dk (Iron) lower dk fore hold (Iron) 2 A B
W.B. = DB a 52' a & f 15' f 84' 217 t.
BKB. Cem.

The Surveyor should be requested to state the thickness of the Iron main deck and the thickness of the steel plating.

Hull Certificate. Written.

On Surveyor's reply dated 10-4-95