

# IRON SHIP.

THURSDAY 13 SEP 1893

No. 603 Survey held at *Selfhaven*

Date, First Survey 20 January

Last Survey 11 September 1893

On the *Stech Atlas Son & Veturius*

TONNAGE under Tonnage Deck	216.37	ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	Master <i>J. P. Cuvel</i>
Ditto of Third, Spar, or Awning Deck		Half Breadth (moulded) .. .. .	Built at <i>Selfhaven</i>
Ditto of Poop, or Raised Qr. Dk.	114.45	Depth from upper part of Keel to top of Upper Deck Beams	When built 1883 Launched 18 Aug 1883
Ditto of Houses on Deck		Girth of Half Midship Frame (as per Rule) .. ..	By whom built <i>Compagny de Maas (lin)</i>
Ditto of Foremast	26.16	1st Number .. .. .	Owners <i>Koninklijke Nederlandsche Stoomvaart Maatschappij</i>
Gross Tonnage	956.98	1st Number, if a 3-Decked Vessel .. deduct 7 feet	Residence <i>Amsterdam</i>
Less Crew Space	45.26	Length .. .. .	Port belonging to <i>Amsterdam</i>
Less Engine Room	911.73	2nd Number .. .. .	Destined Voyage
Register Tonnage as cut on Beam	260.70	Proportions—Breadth to Length .. .. .	If Surveyed while Building, Afloat, or in Dry Dock, while building
	651.03	Depth to Length—Upper Deck to Keel .. .. .	
		Main Deck ditto .. .. .	

LENGTH on deck as per Rule ..	Feet. 210	Inches.	BREADTH—Moulded ..	Feet. 30	Inches. 6	DEPTH top of Floors to Upper Deck Beams ..	Feet. 15	Inches. 5	Power of Engines ..	Horse. 107	Nº. of Decks with flat laid ..	Nº. of Tiers of Beams ..
Dimensions of Ship per Register, length, 209.97 breadth, 30.6 depth, 15.11 feet.												
KEEL, depth and thickness .. .. .												
STEM, moulding and thickness .. .. .												
STERN-POST for Rudder do. do. .. .. .												
Distance of Frames from moulding edge to moulding edge, all fore and aft .. .. .												
FRAMES, Angle Iron, for $\frac{1}{2}$ length amidships ..												
Do. for $\frac{1}{4}$ at each end .. .. .												
REVERSED FRAMES, Angle Iron .. .. .												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ..												
thickness at the ends of vessel .. .. .												
depth at $\frac{1}{4}$ the half-bdth. as per Rule .. ..												
height extended at the Bilges .. .. .												
BEAMS, Upper, Spar, or Awning Deck ..												
Single or double Angle Iron, Plate or Tee Bulb Iron ..												
Single or double Angle Iron on Upper edge ..												
Average space .. .. .												
BEAMS, Main, or Middle Deck .. .. .												
Single or double Angle Iron, Plate or Tee Bulb Iron ..												
Single or double Angle Iron on Upper edge ..												
Average space .. .. .												
BEAMS, Lower Deck .. .. .												
Single or double Angle Iron, Plate or Tee Bulb Iron ..												
Single or double Angle Iron on Upper edge ..												
Average space .. .. .												
BEAMS, Hold, or Orlop .. .. .												
Single or double Angle Iron, Plate or Tee Bulb Iron ..												
Single or double Angle Iron on Upper edge ..												
Average space .. .. .												
KEELSONS Centre line, single or double plate, ..												
do. or Intercoastal, Plates .. .. .												
Rider Plate .. .. .												
Bulb Plate to Intercoastal Keelson .. ..												
Angle Irons .. .. .												
Double Angle Iron Side Keelson .. .. .												
Side Intercoastal Plate .. .. .												
do. Angle Irons .. .. .												
Attached to outside plating with angle iron ..												
BILGE Angle Irons .. .. .												
do. Bulb Iron .. .. .												
do. Intercoastal plates riveted to .. ..												
plating for $\frac{1}{4}$ length .. .. .												
BILGE STRINGER Angle Irons .. .. .												
Intercoastal plates riveted to plating for ..												
in way of raised Q. Deck length .. ..												
SIDE STRINGER Angle Irons .. .. .												

The FRAMES extend in one length from *from keel* to *gunwale*

The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *above holstern string* and to *gunwale* alternately

KEELSONS. 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  $\frac{1}{4}$  in. diameter, averaging 5" ins. from centre to centre.

- Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets  $\frac{1}{4}$  in. diameter, averaging 3" ins. from centre to centre.
- Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets  $\frac{1}{4}$  in. diameter averaging 3" ins. from centre to centre.
- Butts of *two* Strakes at Bilge for *half* length, treble riveted with Butt Straps  $\frac{1}{4}$  in. thicker than the plates they connect.
- Edges from Bilge to Main Sheerstrake, worked clencher, double *single* riveted; with rivets  $\frac{1}{4}$  in. diameter, averaging 3" ins. from cr. to cr.
- Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets  $\frac{1}{4}$  in. diameter, averaging 3" ins. from cr. to cr.
- Edges of Main Sheerstrake, double *single* riveted. *Upper Sheerstrake, double or single riveted.*
- Butts of Main Sheerstrake, treble riveted for *half* length amidships. *Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.*
- Butts of Main Stringer Plate, treble riveted for *half* length amidships. *Butts of Upper or Spar Stringer Plate, treble riveted for half length.*
- Breadth of laps of plating in double riveting  $\frac{1}{4}$  Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double *single* Riveted? *treble* and double No. of Breasthooks, *four* Crutches, *three*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Steel*

Manufacturer's name or trade mark, *Steel Company of Scotland (lin) at Glasgow. Tested by Mr. Charles Edwards Surveyor to Lloyd's*

The above is a correct description.

Builder's Signature, *Edward* Surveyor's Signature, *W. H. W.* Surveyor to Lloyd's Register of British and Foreign Shipping.



Do any rivets break into or through the seams or butts of the plating? *no*

State also Length and Diameter of Lower Masts and Bowsprit

Main mast	60 ft	dian	16 inches
Fore mast	60		16 inches

NUMBER for EQUIPMENT 13952.		Fathoms.	Inches.	Test per Certificate.	Inches per Haul.	Machine where Tested & Supplied.	ANCHORS.		N <sup>o</sup> .	Co. Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Haul.	Machine where Tested & Supplied.
SAILS.		CABLES, &c.					Bower Anchors		1	10.2.14	13.10.3.24	2.10.0	19
Chain .....		240	1 1/4	37 1/2 - 55 1/2	240 - 1 1/4	5 1/2 - 55 1/2	(Chain Machine where Tested, Date, & Name of Certificate, & Name of Superintendent.)		2790	5.3.0	10.0.3.0	1-18 1/4	19 1/2
Fore Sails,	Iron Steam Chain	90	1 1/4	10 1/2 - 24	60 - 1 1/4	5 1/2 - 55 1/2	Superintendent		2790	17.1.0	10.0.3.0	10 1/2	19 1/2
Fore Top Sails,	or Steel Wire	90	1 1/4	10 1/2 - 24	60 - 1 1/4	5 1/2 - 55 1/2	Superintendent		2790	17.1.0	10.0.3.0	10 1/2	19 1/2
Fore Topmast Stay Sails,	or Hempen Strm Cable	90	1 1/4	10 1/2 - 24	60 - 1 1/4	5 1/2 - 55 1/2	Superintendent		2790	17.1.0	10.0.3.0	10 1/2	19 1/2
Towline, Hemp.	or Steel Wire	90	1 1/4	10 1/2 - 24	60 - 1 1/4	5 1/2 - 55 1/2	Superintendent		2790	17.1.0	10.0.3.0	10 1/2	19 1/2
Main Sails,	Hawser	270	6"	90 - 7 1/2	90 - 5 1/2	5 1/2 - 55 1/2	Superintendent		2790	17.1.0	10.0.3.0	10 1/2	19 1/2
Main Top Sails,	Warp	90	3 1/2	90 - 5 1/2	90 - 5 1/2	5 1/2 - 55 1/2	Superintendent		2790	17.1.0	10.0.3.0	10 1/2	19 1/2
and good quality	quality	90	2	90 - 5 1/2	90 - 5 1/2	5 1/2 - 55 1/2	Superintendent		2790	17.1.0	10.0.3.0	10 1/2	19 1/2

Order for Special Survey No.	DATES OF SURVEYS to be held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought
Date		2nd. On the plating during the process of riveting
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....
Date		4th. When the ship was complete, and before the plating was finally coated or cemented...
No. in builder's yard.		5th. After the ship was launched and equipped

February Steel Lying  
Whale Building under special  
Survey is according Lloyd's Rules.  
Ships built of Steel.

Tested the tanks by head of water in accordance rules.  
See for more particulars see sketches.

Gen Committee Receipts 20<sup>th</sup> Sep 1883 -  
Character assigned Character Assigned 700 1

2018