

IRON SHIP.

(Received at London Office, 20 July 1903) Last Survey 16 February 1894

No. 124. Survey held at *Bellshavn* Date, First Survey *20 July 1903* Last Survey *16 February 1894*
in the *British iron S.S. "Holland"*

ONE, OR TWO DECKED, THREE DECKED VESSEL, Master
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) *14.75* Built at *Bellshavn*
Depth from upper part of Keel to top of Upper Deck Beams *15.75* When built *1903 & 04* Launched *12 January 1904*
Girth of Half Midship Frame (as per Rule) *24.25* By whom built *Shipsbuilding & Eng. de Maas*
1st Number *5775* Owners *Green Holland*
1st Number, if a 3-Decked Vessel, deduct 7 feet
Length *102* Residence *London*
2nd Number *10510.5* Port belonging to *London*
Proportions—Breadths to Length *6 1/4* Destined Voyage *New Castle*
Depths to Length—Upper Deck to Keel *11 1/2* If Surveyed while Building, Afloat, or in Dry Dock.
Main Deck ditto *11 1/2* While Building

NGTH	Feet	Inches	BREADTH—	Feet	Inches	DEPTH	Feet	Inches	Power of	Horse	N. of Decks with flat laid	N. of Tiers of Beams
deck as	102		Moulded...	29	6	top of Upper Deck Beams	12	9	Engines		enclosed	
or Rule						Do. do. Main Deck Beams						
Dimensions of Ship per Register, length, 103.2 breadth, 29.6 depth, 12.8 1/2												
EL, depth and thickness												
EM, moulding and thickness												
ERN-POST for Rudder do. do.												
for Propeller												
ance of Frames from moulding edge to												
soulding edge, all fore and aft												
1.4.5.7.5- 2.2.10.510.												
AMES, Angle Iron, for 1/2 length amidships												
do. for 1/2 at each end												
VERSED FRAMES, Angle Iron												
DOES, depth and thickness of Floor Plate												
mid line for half length amidships												
thickness at the ends of vessel												
depth at 1/2 the half-bdth. as per Rule												
height extended at the Bilges												
MS, Upper, Spar, or Awning Deck												
or d'ble Ang. Iron, Plate or Tee Bulb Iron												
or double Angle Iron on Upper edge												
verage space...												
MS, Main or Middle Deck												
or d'ble Ang. Iron, Plate or Tee Bulb Iron												
or double Angle Iron, on Upper Edge												
verage space...												
MS, Lower Deck												
or d'ble Ang. Iron, Plate or Tee Bulb Iron												
or double Angle Iron on Upper Edge												
verage space...												
MS, Hold, or Orlop												
or d'ble Ang. Iron, Plate or Tee Bulb Iron												
or double Angle Iron on Upper Edge												
verage space...												
ILSONS Centre line, single or double plate,												
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												
EE Angle Irons												
do. Bulb Iron												
Intercoastal plates riveted to												
plating for length												
EE STRINGER Angle Irons												
Intercoastal plates riveted to plating for												
Bulb 1/2 length												
STRINGER Angle Irons												

FRAMES extend in one length from *Bilge* to *Bilge* to gunwale Riveted through plates with *3/4* in. Rivets, about *5.6* apart.
REVERSED ANGLE IRONS on floors and frames extend from middle line to *above Bilge* and to *gunwale* alternately
ILSONS. Are the various lengths of Plates and Angle Irons properly connected? *yes* And butts properly shifted? *yes*
ING. Garboard, double riveted to Keel, with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3* ins. from centre to centre.
Butts of *two* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/2* thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets *3/4* in. diameter, averaging *3 1/2* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3* 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.
Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting
Traps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *yes* No. of Breasthooks, *3* Crutches, *2*
description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *good*
Manufacturer's name or trade mark, *de Maas, Company*
above is a correct description.
Manufacturer's Signature, *MAATJE DE MAAS* Surveyor's Signature, *[Signature]*
Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses—as distinguished from finished thickness at ends of vessel.

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

