

IRON SHIP.

No. *787* Survey held at *Slidkweer* Date, First Survey *20 March 1884* Last Survey *3 October*

On the *Dutch iron S.S. "Burgemeester van Tollenhoven"*

TONNAGE under
Tonnage Deck } *165.13*
Ditto of Third, Spar,
or Awning Deck. }
Ditto of Poop, or
Raised Qr. Dk. }
Ditto of Houses
on Deck } *42.24*
Ditto of Forecastle } *0.09*
Gross Tonnage } *215.46*
Less Gross Space 5% } *10.77*
 } *204.69*
Less Engine Room } *76.29*
Register Tonnage } *128.40*
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) *9'6"*
Depth from upper part of Keel to top of Upper Deck Beams *9'9"*
Girth of Half Midship Frame (as per Rule) *17'7"*
1st Number *36.33*
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length *120*
2nd Number *4419.6*
Proportions— Breadths to Length *6 1/10*
Depths to Length—Upper Deck to Keel *12 1/10*
Main Deck ditto

Master *L. Hoogerwerff*
Built at *Slidkweer*
When built *1884* Launched *21 Aug 1884*
By whom built *P. Smit jr*
Owners *Quinkhische Stoomboot*
Residence *Haarlem*
Port belonging to *Rotterdam*
Destined Voyage *Quinkerke*
If Surveyed while Building, Afloat, or in Dry Dock.
While Building

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as	<i>120</i>		Moulded...	<i>19</i>		Deck Beams	<i>9</i>	<i>10</i>	Engines ...	<i>30</i>		
per Rule ...						Do. do. Main Deck Beams.....						
Dimensions of Ship per Register, length, <i>119'9"</i> breadth, <i>19'5"</i> depth, <i>9'9 1/2"</i> moulded depth <i>9'4"</i>												
KEEL, depth and thickness		<i>6 3/4 x 1 1/4"</i>	Inches in Ship.		<i>6 3/4 x 1 1/4"</i>	Inches per Rule.			Flat Keel Plates, breadth and thickness			
STEM, moulding and thickness... ..		<i>6 x 1 1/4"</i>			<i>6 x 1 1/4"</i>				PLATES in Garboard Strakes, br'dth & thickness	<i>30</i>	<i>7</i>	<i>50</i>
STERN-POST for Rudder do. do.		<i>6 x 2 1/2"</i>			<i>6 x 2 1/2"</i>				" From Garboard to upper part of Bilges... ..		<i>6</i>	<i>6</i>
Distance of Frames from moulding edge to		<i>20 inches</i>			<i>20 inches</i>				" Of d'bling at Bilge, or increased thickness,		<i>7</i>	<i>7</i>
moulding edge, all fore and aft									and length applied <i>as thicker 1 1/2"</i>		<i>7</i>	<i>7</i>
FRAMES, Angle Iron, for 1/2 length amidships ...		<i>2 1/2 x 2 1/2</i>	Inches in Ship.		<i>2 1/2 x 2 1/2</i>	Inches per Rule.			" From up. prt of Bilge to l.r. edge of Sh'rstrake...		<i>6</i>	<i>6</i>
Do. for 1/2 at each end		<i>2 1/2 x 2 1/2</i>			<i>2 1/2 x 2 1/2</i>				" Main Sheerstrake, breadth and thickness.....	<i>30</i>	<i>9</i>	<i>30</i>
REVERSED FRAMES, Angle Iron		<i>2 1/2 x 2 1/2</i>			<i>2 1/2 x 2 1/2</i>				" Of d'bling at Sh'atk. & lng. applied			
FLOORS, depth and thickness of Floor Plate } at mid line for half length amidships ... }		<i>11</i>	Inches in Ship.		<i>11</i>	Inches per Rule.			" From M'n. to Up. or Spar Dk. Sh'rstrake....			
thickness at the ends of vessel		<i>E.B. 6</i>			<i>E.B. 6</i>				" Up. or Spar Dk Sh'rstrake, br'dth & thickn'ss...			
depth at 1/2 the half-bdth. as per Rule		<i>5 1/2</i>			<i>5 1/2</i>				Butt Straps to outside plating, breadth & thickness	<i>9 3/4</i>		<i>9 3/4</i>
height extended at the Bilges... ..		<i>twice midship depth</i>			<i>twice midship depth</i>				Lengths of Plating	<i>11 feet</i>		<i>11 feet</i>
BEAMS, Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }		<i>5</i>	Inches in Ship.		<i>5</i>	Inches per Rule.			Shifts of Plating, and Stringers	<i>10 inches</i>		<i>10 inches</i>
Single or double Angle Iron on Upper edge ...		<i>5</i>			<i>5</i>				Gunwale Plate on ends of Awning, Spar, or }	<i>10</i>	<i>7</i>	<i>10</i>
Average space... ..		<i>5</i>			<i>5</i>				Upper Deck Beams, breadth and thickness...			
BEAMS, Main, or Middle Deck		<i>5</i>			<i>5</i>				Angle Iron on ditto	<i>5 x 3 x 6</i>		<i>5 x 3 x 6</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }		<i>5</i>			<i>5</i>				Tie Plates fore and aft, outside Hatchways			
Single, or double Angle Iron, on Upper Edge ...		<i>5</i>			<i>5</i>				Diagonal Tie Plates on Beams No. of Pairs			
Average space... ..		<i>5</i>			<i>5</i>				Flat of Up., Spar, or Awning Dk.* <i>iron</i>	<i>5</i>		<i>5</i>
BEAMS, Hold, or Orlop—		<i>5</i>			<i>5</i>				How fastened to Beams	<i>riveted</i>		<i>5</i>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }		<i>5</i>			<i>5</i>				Stringer Plate on ends of Main or Middle Deck }			
Single or double Angle Iron on Upper Edge ...		<i>5</i>			<i>5</i>				Beams, breadth and thickness			
Average space... ..		<i>5</i>			<i>5</i>				Is the Stringer Plate attached to the outside plating?	<i>yes</i>		
KEELSONS Centre line, single or double plate, }		<i>6 1/2</i>			<i>6 1/2</i>				Angle Irons on ditto, No.			
box, or Intercoastal, Plates		<i>6 1/2</i>			<i>6 1/2</i>				Tie Plates, outside Hatchways			
Rider Plate		<i>5</i>			<i>5</i>				Diagonal Tie Plates on Beams, No. of pairs			
Bulb Plate to Intercoastal Keelson		<i>5</i>			<i>5</i>				Flat of Middle Deck* do. do.			
Angle Irons		<i>5</i>			<i>5</i>				How fastened to Beams			
Double Angle Iron Side Keelson		<i>5</i>			<i>5</i>				Stringer Plates on ends of Lower Deck, Hold or }			
Side Intercoastal Plate		<i>5</i>			<i>5</i>				Orlop Beams			
do. Angle Irons		<i>5</i>			<i>5</i>				Is the Stringer Plate attached to the outside plating?			
Attached to outside plating with angle iron		<i>5</i>			<i>5</i>				Angle Irons on ditto, No.			
BILGE Angle Irons		<i>5</i>			<i>5</i>				Stringer or Tie Plates, outside Hatchways ...			
do. Bulb Iron... ..		<i>5</i>			<i>5</i>				Flat of Lower Deck*			
do. Intercoastal plates riveted to }		<i>5</i>			<i>5</i>				Ceiling betwixt Decks, thickness and material ...			
plating for length }		<i>5</i>			<i>5</i>				" in hold do. do.	<i>2"</i>		<i>2"</i>
BILGE STRINGER Angle Irons		<i>5</i>			<i>5</i>				Main piece of Rudder, diameter at head	<i>5 1/2</i>		<i>5 1/2</i>
Intercoastal plates riveted to plating for }		<i>5</i>			<i>5</i>				do. at heel	<i>2</i>		<i>2</i>
length }		<i>5</i>			<i>5</i>				Can the Rudder be unshipped afloat? <i>yes</i>			
SIDE STRINGER Angle Irons		<i>5</i>			<i>5</i>				Bulkheads No. <i>4</i> No. per Rule			<i>4</i>
The FRAMES extend in one length from <i>keel</i> to <i>gunwale</i>									Thickness of <i>1/4"</i>			
The REVERSED ANGLE IRONS on floors and frames extend <i>across</i> middle line to <i>up. stringer angle</i> and to <i>gunwale</i> alternately									Height up <i>to decks</i>			
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? <i>yes</i> And butts properly shifted? <i>yes</i>									How secured to sides of ship <i>between two frames</i>			
PLATING. Garboard, double riveted to Keel, with rivets <i>1/4</i> in. diameter, averaging <i>5</i> ins. from centre to centre.									Size of Vertical Angle Irons <i>2 1/2, 2 1/2, 5/8</i> and distance apart <i>30"</i> ins.			
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets <i>1/4</i> in. diameter, averaging <i>5 1/4</i> ins. from centre to centre.									Are the outside Plates doubled two spaces of Frames in length? <i>yes</i>			
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets <i>1/4</i> in. diameter averaging <i>5</i> ins. from centre to centre.												
Butts of one Strakes at Bilge for <i>whole</i> length, <i>treble</i> riveted with Butt Straps <i>1/16</i> thicker than the plates they connect.												
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets <i>1/4</i> in. diameter, averaging <i>5 1/4</i> ins. from cr. to cr.												
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets <i>1/4</i> in. diameter, averaging <i>5</i> ins. from cr. to cr.												
Edges of Main Sheerstrake, <i>double or single</i> riveted. Upper Sheerstrake, double or single riveted.												
Butts of Main Sheerstrake, <i>double</i> riveted for <i>whole</i> length amidships. Butts of Upper or Spar Sheerstrake, treble riveted <i>length</i> amidships												
Butts of Main Stringer Plate, <i>double</i> riveted for <i>whole</i> length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for <i>length</i>												
Breadth of laps of plating in double riveting <i>4 1/2</i> Breadth of laps of plating in single riveting <i>2 1/2</i>												
Butt Straps of Keelsons, Stringer <i>and Tie</i> Plates, treble, double <i>or single</i> Riveted? <i>yes</i> No. of Breasthooks, <i>3</i> Crutches, <i>2</i>												
That description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <i>yes</i>												
Manufacturer's name or trade mark, <i>plates Consollian works angle down long 5"</i>												
The above is a correct description.												
Builder's Signature, <i>P. Smit jr</i>												
Surveyor's Signature, <i>P. Smit jr</i>												
Surveyor to Lloyd's Register of British and Foreign Shipping.												

Workmanship. Are the butts of plating planed or otherwise fitted? *planed*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *yes*
 Are the fillings between the ribs 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 saying surfaces? *yes*
 Do any rivets break into or through the seams or butts of the plating? *no*

Masts, Bowsprit, Yards, &c., are of *pitch pine* in a *good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of Plating, Angle Irons, &c., and further explain by a sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit *Fore mast 57 ft 6" diam 12"*
Main mast 55 ft 4" " 12"

NUMBER for EQUIPMENT.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.	N ^o .	Weight, Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Supplied.
SAILS.												
N ^o .												
Fore Sails,	CABLES, &c.	75	1 1/8	11 7/8 - 17 1/2	135 - 1 1/8	1800	Bower Anchors	4959	5. 9. 12	7. 11. 5. 14	2 - 5	1800
Fore Top Sails,	Chain	60	1 1/4	5	5	1800	Stream Anchor	1799	1. 2. 15	4. 4. 1. 14	1 - 1 1/2	1800
Fore Topmast Stay Sails,	Iron Stream Chain	45	2 1/4	3 1/2 - 4 1/2	45 - 2 1/4	1800	Kedge		1. 24		1 - 3/4	
Main Sails,	or Steel Wire	75	6	75 - 6"			2nd Kedge		1/4		1 - 3/4	
Main Top Sails,	or Hempen Strm	90	4	90 - 4"								
	Cable	120	3"									
	Towline, Hemp											
	or Steel Wire											
	Hawser											
	Warp											

Standing and Running Rigging *wire, hemp* sufficient in size and *good* in quality. She has *one* Long Boat and a *smaller one*.
 The Windlass is *Emerson, Walker* Capstan and Rudder *good* Pumps *good*.
Engine Room Skylights. How constructed? *square 20" x 4 1/2* How secured in ordinary weather? *Bulged*
 What arrangements for deadlights in bad weather? *Bulged*.
Coal Bunker Openings. How constructed? *round* How are lids secured? *Bars* Height above deck? *1 1/2 inches*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *by scuppers and scuppers*.
Cargo Hatchways. How formed? *square*.
 State size Main Hatch *10 feet x 7 ft* Fore hatch *None* Quarter hatch *10 ft x 7 ft*
 If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams? *one longitudinal beam in amidships*
Hatches. If strong and efficient? *2 1/2" pitch pine*

Order for Special Survey No. _____
 Date _____
 Order for Ordinary Survey No. _____
 Date *1. March 1884*
 No. _____ in builder's yard.
 State dates of letters respecting this case _____

- 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

While Building

General Remarks (State quality of workmanship, &c.) *Workmanship and Materials very good*
This vessel is built for the line Rotterdam - Quinterker
She is fluted.
See further Machinery, longitudinal sketch and Engineer's Survey Report.

London 27 Oct 1884 In answer upon the Memorandum enclosed. The no. of the Bilge 116 Check is a mistake it must be two hundred of Bilge 116 Check.

This reply to J. 14/10/84
the office - London 27/10/84

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)
 How are the surfaces preserved from oxidation? Inside *Paint and Cement in bottom* Outside *Paint*
 I am of opinion this Vessel should be Classed *100 A1*.
 The amount of the Entry Fee £ 2 : - : - is received by me, _____
25th 1/2 Special £ 9 : 13 : 6
 (to be sent as per margin). Certificate ... " : 5 : "
 (Travelling Expenses, if any, £ 1. 10. 0).

Committee's Minute *100 A1*
Character assigned *100 A1*
Letter 14/10/84

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

Mr. R
 No. 66
 No. in Survey held
 Reg. Book.
 on the *Tr*
 Master *L. Hooger*
 Engines made at *St*
 Boilers made at *St*
 Registered Horse Power
GINES, &c.
 Description of Engines
 Diameter of Cylinders *15*
 Diameter of Screw shaft
 Diameter of screw *6*
 No. of Feed pumps *one*
 No. of Bilge pumps
 Where do they pump from
 No. of Donkey Engines
Sea, Con
 Are all the bilge suction pipes
 No. of bilge injections *one*
 How are the pumps worked
 Are all connections with the
 Are they fixed sufficiently high
 Are they each fitted with a d
 What pipes are carried through
 Are all pipes, cocks, valves
 Are the pipes, cocks, and valves
 When were stern tube, propeller
 Is the screw shaft tunnel
OILERS, &c.
 Number of Boilers *one*
 Working Pressure *80*
 Description of superheating