

IRON SHIP.

No. *5004* Survey held at *Middlesbro'* Date, First Survey *12th April* Last Survey *21st Oct.* 18*82*
On the *S. S. "Noord Brabant"* (66 units)

TONNAGE under } *2253.28* ONE, OR TWO DECKED, THREE DECKED VESSEL,
Tonnage Deck }
Ditto of Third, Spar, or Awning Deck } *Bridge 49.35*
Ditto of Poop, or Raised Or. Dk. } *104.10*
Ditto of Houses on Deck } *Chart 4.44*
Ditto of Forecastle } *Hatchways 61.42*
Gross Tonnage } *2493.44*
Less Crew Space } *41.35*
Less Engine Room } *2422.12*
Register Tonnage } *994.91*
as cut on Beam } *1624.21*

SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) *20.00*
Depth from upper part of Keel to top of Upper Deck Beams *24.29*
Girth of Half Midship Frame (as per Rule) *42.83*
1st Number *90.12*
1st Number, if a 3-Decked Vessel . . deduct 7 feet *4.00*
Length *83.12*
2nd Number *2494*
Proportions— Breadths to Length *4.4*
Depths to Length—Upper Deck to Keel *10.93*
Main Deck ditto *Cellular bottom* *15.46*

Master *Mr. H. Ruge*
Built at *Middlesbro'*
When built *1882* Launched *14th August*
By whom built *Roylton Dixon & Co.*
Owners *Stoomvaart Maatschappij Rotterdam*
Residence *Rotterdam*
Port belonging to *Rotterdam*
Destined Voyage *United States*
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule . . . *298* 4 Feet. Inches. BREADTH Moulded . . . *40* 0 Feet. Inches. DEPTH top of Floors to Upper Deck Beams . . . *23* 9 1/2 Feet. Inches. Do. do. Main Deck Beams . . . *15* 9 1/2 Power of Engines . . . *240* Horse. N^o. of Decks with flat laid *Two* N^o. of Tiers of Beams *Three*

Dimensions of Ship per Register, length, *300.4* breadth, *40.35* depth, *23.8*

KEEL, depth and thickness *10 x 2 3/4* Inches in Ship. Inches per Rule. *10 x 2 3/4*
STEM, moulding and thickness *10 x 2 3/4* *10 x 2 3/4*
STERN-POST for Rudder do. do. *10 x 6* *10 x 5 1/2*
" " for Propeller *10 x 6* *10 x 5 1/2*
Distance of Frames from moulding edge to moulding edge, all fore and aft *24* *24*

FRAMES, Angle Iron, for 1/2 length amidships . . . *5 3 1/2 8* (Class *100 FT*)
Do. for 1/4 at each end *5 3 1/2 4* *5 3 1/2 4*
REVERSED FRAMES, Angle Iron *3 1/2 3 1/2 8* *3 1/2 3 1/2 8*

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships . . . *Cellular*
thickness at the ends of vessel *bottom*
depth at 1/4 the half-bdth. as per Rule . . . *as per*
height extended at the Bilges *Section*

BEAMS, Upper, Spar, or Awning Deck } *8 1/2 8 8 1/2 8*
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper edge . . . *3 1/2 3 4 3 1/2 3 4*
Average space *48* *48*
BEAMS, Main, or Middle Deck *9 1/2 9 9 1/2 9*
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper Edge . . . *3 1/2 3 1/2 4 3 1/2 3 1/2 4*
Average space *48* *48*

BEAMS, Lower Deck
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper Edge . . .
Average space

BEAMS, Hold, or Orlop
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper Edge . . . *5 4 9 5 4 9*
Average space *As per elevation 10th frame*

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates . . .
" Rider Plate *Cellular*
" Bulb Plate to Intercoastal Keelson . . . *bottom*
" Angle Irons *as per*
" Double Angle Iron Side Keelson . . . *Section*
" 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 length }
BILGE STRINGER Angle Irons *6 4 9 6 4 9*
Intercoastal plates riveted to plating for } *9 9*
3/5 length }

SIDE STRINGER Angle Irons
The FRAMES extend in one length from *tank side to tank side & tank side to gunwale*
The REVERSED ANGLE IRONS on floors and frames extend from middle line to *top of M. Dk. Str. A 1.* 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 *1/8* in. diameter, averaging *5 1/2* ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2* ins. from centre to centre.
Butts of *three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *half* 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 *5 1/4* Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, *Six* Crutches, *Four*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good*
Manufacturer's name or trade mark, *Dorman, Lang & Co., B. V. & Co., F. H. & Co., and Bowesfield Iron Co.*
The above is a correct description.
Builder's Signature, *Roylton Dixon* Surveyor's Signature, *J. Thomson*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Ceiling betwixt Decks, thickness and material . . . *2 1/2 10* *Cope iron*
" in hold do. do. *2 1/2 10* *do. P.*
Main piece of Rudder, diameter at head . . . *4 3/4* *4 1/2*
do. at heel *3 3/4* *3 3/4*
Can the Rudder be unshipped afloat? *Yes*
Bulkheads No. *6* No. per Rule *4*
Thickness of plates *7/16 9/16*
Height up *5 1/2* upper deck and *1* to main deck.
How secured to sides of ship *Between double frames*
Size of Vertical Angle Irons *3 1/2 3 1/2 7/8* and distance apart *30* ins.
Are the outside Plates doubled two spaces of Frames in length? *Yes*

Riveted through plates with *7/8* in. Rivets, about *4* apart.
Rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.
Rivets *7/8* in. diameter, averaging *3 1/2* ins. from centre to centre.
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Form No. 1 for Iron Ships (1900-24/5/81.)

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

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

574906-A110

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 faying surfaces? *Yes.*

Do any rivets break into or through the seams or butts of the plating? *A few in the butts.*

Masts, Bowsprit, Yards, &c., are *Iron and pine* in *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 80'-0" x 24 1/2", plates 7/16" & 9/16"; main mast 42'-11" x 22 3/4", plates 9/16" & 5/16"; three plates in the round and doubled for 6'-0" in way of the wedging. Seams double riveted, butts below partners double riveted above treble riveted. Makers of iron Stockton Malleable Iron Co. Plates tested as per rule.*

NUMBER for EQUIPMENT 29543		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Machine where Tested & Suprntd.
One complete suit.	SAILS.						Bower Anchors	4193	34-2-0	32-0-0-0	34-0-0	4 th Aug 82
	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	4194	34-2-0	32-0-0-0	34-0-0	4 th - 82
	Chain	240	1 7/8	63 1/4	1 7/8	31 July 82		4205	29-0-21	28-0-1-7	29-0-0	9 th - 82
	Fore Sails,	90	1 7/8	22 3/4	1 7/8	11 July 82		Tested at Low Walker by R. Burrell.				
	Fore Top Sails,						Stream Anchor	4151	10-3-7	12-15-1-7	10-3-0	18 July 82
	Fore Topmast Stay Sails,						Kedge	4220	5-2-21	8-0-2-14	5-2-0	17 th Aug. 82
	Main Sails,						2nd Kedge	4324	2-2-11	5-2-2-0	2-2-0	28 th Sept 82
Main Top Sails, and												
quality <i>Good</i>												

Standing and Running Rigging *G. 1 wire & hemp* sufficient in size and *good* in quality. She has *2 Life* ~~Long~~ Boats and *4* others.

The Windlass is *Harfield & Co's* Capstan *Good* and Rudder *Good* Pumps *8 hand - Good*

Engine Room Skylights. How constructed? *Iron comings, wood skylight.* How secured in ordinary weather? *Hand screws.*

What arrangements for deadlights in bad weather? *Solid shutters, fitted with bull's eyes.*

Coal Bunker Openings. How constructed? *Iron comings.* How are lids secured? *Hatch bars* Height above deck? *30 inches.*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, water ports and mooring pipes.*

Cargo Hatchways. How formed? *Of plates and angles fitted in the usual manner.*

State size Main Hatch *28'-0" x 13'-0"* Fore hatch *16'-0" x 11'-0"* Quarter hatch *18'-0" x 13'-0" & 16'-0" x 12'-0"*

If of extraordinary size, state how framed and secured? *In the main hatchway, 2 deep web plates and 3 fore and*

What arrangement for shifting beams? *safters; in each of the others 1 web plate and 3 fore and afters.*

in builder's yard. DA hel as 5lu. After the ship was launched and equ

General Remarks (State quality of workmanship, &c.) *Workmanship and material good.*

This vessel has been built in accordance with the enclosed tracings, the Committee's letters dated 20th, 23rd, & 25th March and 2nd October 1882, and in general conformity with the Rules for the contemplated class.

She has an open bridge, poop, and forecastle, all the frames extending to the top height.

The butts of all the outside plating for 125 ft amidships are treble riveted. The iron main deck is sheathed with 2 1/2" yellow pine from the after end of main hatchway forward to stem.

Has a double bottom all fore and aft constructed on the cellular principle, all the tanks of which have been satisfactorily tested by a head of water equal to the extreme draught of water of the vessel.

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, bridge, forecastle, ~~and~~ quarter deck. *40'-0" 68'-0" 49'-0"* If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cement and paint.* Outside *Paint.*

I am of opinion this Vessel should be Classed *100 A. 1.*

The amount of the Entry Fee ... £ 5 : : is received by me, *198*

Special ... £ 85 : 11 : *24. 10. 1882*

Certificate ... : : : *198*

(to be sent as per margin).

(Travelling Expenses, if any, £ 7/6.)

Committee's Minute

Character assigned

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

This submitted that this vessel app

licable to be classed 100 A 1 as seen

Two 500 (one 100 one 400)

3 Tr. Buss.

26/10/82

Double Bottom particulars app