

Sailing Vessel. IRON OR STEEL SAILING SHIP.

No. 4248.

FRI. 30 III 1909

Port of *Amsterdam* Date of completion of Report *23 July 1909* Received at London OfficeSurvey held at *Amsterdam* Date of First Survey *10 December 1908* Last Survey *17th of July 1909*On the *taal Petroleum Tank lighter Limburg* Rig *two pole masts*Master *N. N.*

Year of Appointment

(1) As master in service of
owner of present vessel:—18
(2) As master of this
vessel:—18TONNAGE under
Tonnage Deck *977.37*ONE ~~OR TWO~~ DECKED VESSEL.CLASS *100 A Large Cargo*
*Carrying petroleum in bulk*Built at *Amsterdam*When built *1909* Launched *5 June 1909*By whom built *Meer de Scheepbouw Maats.*Owners *Ned. Indische Tank Stoomboot Maats.*Managers *Ditto*

(Where necessary to be entered in Reg. Book.)

Residence *Amsterdam*Port belonging to *Batavia*

Do. of Poop

Do. of raised Gr.
Dk. or Break

Do. of Bridge House

Do. of Fore-castle

Do. of Houses on Deck

Do. of excess of Hatchways

Gross Tonnage

Less Crew Space

TONNAGE FOR FEES..

Less Navigation spaces

Register Tonnage

as cut on Beam....

Half Breadth (moulded).....

Depth from upper part of Keel to top of Upper Deck Beams.....

Girth of Half Midship Frame (as per Rule).....

1st Number.....

Length.....

2nd Number.....

Proportions—Breadths to Length.....

Depths to Length—Upper Deck to top of Keel.....

Destined Voyage *Indian Archipelago* If Surveyed while Building, Afloat, or in Dry Dock *Building*

LENGTH on deck

as per rule.....

Feet. Inches.

216 4

BREADTH—

Moulded.....

Feet. Inches.

40

DEPTH—

Top of Floors to Upper Deck Beams..

Feet. Inches.

13 3 1/4

No. of Decks with Flat laid

No. of Tiers of Beams

One

One

Dimensions of Ship per Register, Length, *217.20* breadth, *40.14* depth, *13.31*Moulded depth, ft. *14* in. *2 1/4*Round up of Beam *10* ins.

FORGINGS AND CASTINGS.

Inches in Ship.

Inches per Rule.
Or as Approved.

KEEL, Bar or Side Plates, depth and thickness

STEM, moulding and thickness.....

STERN-POST, do. do.

MAIN-PIECE of RUDDER, diameter at head..

" " " at heel..

RUDDER, how constructed

Can the Rudder be unshipped afloat?

FRAMING.

Inches in Ship.

Inches in Ship.

16ths or 20ths in Ship.

Inches per Rule.

Inches per Rule.

16ths or 20ths in Ship.

Inches per Rule.

Inches per Rule.

FRAME, *Angle*, Bars, for $\frac{1}{2}$ length amid-

ships.....

Do. for $\frac{1}{2}$ at each end.....

Distance of Frames from moulding edge to

moulding edge, all fore and aft.....

REVERSED FRAME, *Angle*, fore and aft.....

DEEP FRAMING, depth of girder.....

FLOORS, depth and thickness of Floor Plate

at mid line for $\frac{1}{2}$ length amidships..

" thickness at the ends of vessel.....

" depth at $\frac{1}{2}$ the half breadth, as per Rule..

" height extended at the Bilges.....

BEAMS, Main Deck, *Angle*, Bulb Angle, Bulb

Plate or Tee Bulb.....

" *Angles on Upper Edge*.....

" Average space.....

BEAMS, Lower Deck, *Angle*, Bulb Angle, Bulb

Plate or Tee Bulb.....

" *Angles on Upper Edge*.....

" Average space.....

BEAMS, *Angle*, Bulb Angle, Bulb Plate

or Tee Bulb.....

" *Angles on upper edge*.....

" Average space.....

BEAMS, *Angle*, Bulb Angle, Bulb Plate

or Tee Bulb.....

" *Angles on upper edge*.....

" Average space.....

BEAMS, Fore-castle Deck, *Angle*, Bulb Angle, Bulb

Plate or Tee Bulb.....

" *Angles on Upper Edge*.....

" Average space.....

PILLARS, In 'tween Decks, Size and Spacing

" " Hold.....

" " Quarter, 'tween Dks.

" " in Holds,

WEB-FRAMES, Number and Spacing.....

" " Breadth and thickness.....

" " No. of Side Stringers, breadth & thickness.

" " Size of Angles or Tee Bars to Web Frames

BRACKET PLATES to Stringers between

Web Frames, Depth and Thickness.....

KEELSONS AND STRINGERS.

Inches in Ship.

Inches in Ship.

16ths or 20ths in Ship.

Inches per Rule.

Inches per Rule.

16ths or 20ths in Ship.

Inches per Rule.

Inches per Rule.

CENTRELINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

" Rider Plate.....

" Bulb Plate to Intercoastal Keelson.....

" Horizontal Plates above floors.....

" Angles.....

SIDE KEELSON, Angles.....

" Bulb or Plate above floors for.....

" Intercoastal Plate for.....

" Attached to outside Plating with.....

BILGE KEELSON, Angle.....

" Bulb above floors for.....

" Intercoastal Plates for.....

" Attached to outside Plating with.....

BILGE STRINGER, Angles.....

" Bulb Plate for.....

" Intercoastal Plates for.....

" Attached to outside Plating with.....

SIDE STRINGER, Angles.....

" Bulb Plate for.....

" Intercoastal Plate for.....

" Attached to outside Plating with.....

UPPER SIDE STRINGER, Angles.....

" Bulb Plate for.....

" Intercoastal Plate for.....

" Attached to outside Plating with.....

Main Deck Stringer Plate, breadth and

thickness.....

" Angle on ditto.....

" Tie Plates fore and aft, outside Hatchways.

" Diagonal Tie Plates, No. of Prs.

" Main Dk. * *Iron* or Steel for.....

" Wood Deck, Material & thickness.

Lower Deck Stringer Plate, breadth and

thickness.....

Is the Stringer Plate attached to the Outside Plating?

" Angles on ditto, No.

" Tie Plates, outside Hatchways.....

" Diagonal Tie Plates, No. of Prs.

" Deck, Material & thickness.....

Hold Stringer Plate.....

Is the Stringer Plate attached to the Outside Plating?

" Angles on ditto, No.

Fore-castle Deck Stringer Plate, breadth & thickness

" Angle on ditto.....

" Tie Plates.....

" Deck, Material and thickness.....

Fore-castle Deck Stringer Plate, breadth & thickness

" Angle on ditto.....

" Tie Plates.....

" Deck, Material and thickness.....

Fore-castle Deck Stringer Plate, breadth & thickness

" Angle on ditto.....

" Tie Plates.....

" Deck, Material and thickness.....

BULKHEADS.

Number.

In Vessel.

Per Rule.

Thickness.

Horizontal.

Vertical.

W. T. BULKHEADS

PARTITION

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

STIFFENERS.

Double

Frames.

Height up.

Horizontal.

Vertical.

Spacing.

Inches.

Inches.

Inches.

Inches.

Inches.

Inches.

Inches.

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Inches.

PLATING.										RIVETING.												
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.							
STRAKES.	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Double or Treble and for what Length.	Diam.	Spacing or to cr.	Breadth.	Thick-ness.	If Lapped.
	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.										
KEEL (including) plate.	48	14	11	11	48	14	11	11	48	14	11	11	Double	5 1/4	7/8	2 1/2	Double	7/8	2 1/2	12	1/2	1/2
GARBOARD OR A Strake	62 1/2	10	9	9	62 1/2	10	9	9	62 1/2	10	9	9	"	5 1/4	7/8	2 1/2	Double	7/8	2 1/2	12	1/2	1/2
B "	62 1/2	10	9	9	62 1/2	10	9	9	62 1/2	10	9	9	"	5 1/4	7/8	2 1/2	Double	7/8	2 1/2	12	1/2	1/2
C "	62 1/2	10	9	9	62 1/2	10	9	9	62 1/2	10	9	9	"	5 1/4	7/8	2 1/2	Double	7/8	2 1/2	12	1/2	1/2
D "	62 1/2	9	8	8	62 1/2	9	8	8	62 1/2	9	8	8	"	5 1/4	7/8	2 1/2	Double	7/8	2 1/2	12	1/2	1/2
E "	60	9	8	8	60	9	8	8	60	9	8	8	"	5 1/4	7/8	2 1/2	Double	7/8	2 1/2	12	1/2	1/2
F "	62 1/2	10	8	8	62 1/2	10	8	8	62 1/2	10	8	8	"	5 1/4	7/8	2 1/2	Double	7/8	2 1/2	12	1/2	1/2
G "	41	12	9	9	38	12	9	9	38	12	9	9	"	5 1/4	7/8	2 1/2	Double	7/8	2 1/2	12	1/2	1/2
H "													"									
J "													"									
K "													"									
L "													"									
M "													"									
N "													"									
POOP OR R.Q.D.K. SIDES	48	8	8	8									Single	3	1/4	2 1/2	Double	1/4	2 1/2			5
BRIDGE SIDES																						
FORECASTLE SIDES	42	6	6											1 1/2	7/8	2 1/2		7/8	2 1/2			4 1/2
LENGTHS OF PLATING																						

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Ties and Stringer Plates, outside Plating, &c. *Edwards & Sons, Palmers Ship & Iron Co. Ltd., Glasgow & Co. Gt. Britain*

Main Stringer Plate Butts, treble riveted for 1/2 length amidship. *Single, double or overlapped for whole length amidship*

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

Centre Girder Butts, *Double* riveted. Keelsons Butts, *Double* riveted.

Frames, riveted through Plates with 7/8 6 1/4 in. Rivets, about 4 1/2 apart.

Rivets, state whether of Iron or Steel *Steel*.

FRAMES extend in one length from *Centre line* to *main forecastle deck*.

REVERSED FRAMES on floors and frames extend from *as above* middle line to *as above* and to *as above* alternately.

MASTS AND SPARS.										RIGGING.									
MASTS, &c.	MATERIAL.	Total Length.	DIAMETER AND THICKNESS AT—				No. of Plates in Round.	No. of Ropes.	Size.	Butts.	MATERIAL.	No.	Size.	No.	Size.				
			Partners.	Heel.	Hounds.	Head.										No.	Size.	No.	Size.
LOWER MASTS	Fore .. PP	48-0	15	15	12	4					Fore .. PP	3	3 1/2	2 1/2					
	Main .. PP	48-0	15	15	12	4													
	Mizen ..																		
	Jigger ..																		
BOWSPRIT	Fore ..																		
	Main ..																		
	Mizen ..																		
	Jigger ..																		
YARDS	Fore ..		At Centre		At Ends														
	Main ..																		
	Crossjack ..																		
	Jigger ..																		
	Lower ..																		
	Upper ..																		
	Lower ..																		
	Upper ..																		
	Lower ..																		
	Upper ..																		
	Lower ..																		
	Upper ..																		
	Lower ..																		
	Upper ..																		

Remainder of Spars.

EQUIPMENT No. 14690. LETTER 9.										ANCHORS.										TONNAGE FOR TRAWLERS.										U.D.K.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. PER RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.																							
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.																						
34933	1st Bower	40	2	18				36	4	1	14	34	2	14	Stockless	12 September 1909																							
34620	2nd "	37	2	0				34	2	2	0	34	2	0	"	10 January 1909																							
34475	3rd "	32	1	14				30	8	0	14	28	2	0	"	21 May 1908																							
	Collective weight	110	2	4				100	3	14	0	100	3	14																									
34002	Stream	8	3	4	2	1	14	10	17	2	0	8	3	0	Ordinary	4 April 1908																							
34000	Kedge	4	1	18	1	1	10	6	15	0	0	4	2	0	"	4 April 1908																							
	2nd Kedge														"																								

CHAIN CABLES.										HAWERS AND WARPS									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms per Rule.					
				Supplied.	Per Rule.														
9025	270	1 1/8	71 1/4	390	0.7	387	5.4	270 x 1 1/8	Steel	Cordage 17 April 1909	TOWLINE	90	3 1/4	12	90 x 3 1/4				
										G.W. Penn	HAWSER	90	3	18	90 x 3				
											WARP	90	2 1/2	12 1/2	90 x 2 1/2				

Boats *One lifeboat 16' x 5' 9" x 2' 6", One dingy 16' x 5' 5" x 2' 9"*

Pumps, Number *Three*

Windlass is *Edwards & Sons*

Number of Scuppers, and number and dimensions of Freeing Ports *two scuppers on each side*

Ceiling in Holds, thickness and material *1 1/2 pine in after hold*

Ceiling 'tween Deck, thickness and material *1 1/2 pine in after hold*

Cargo Hatchways—How formed? *3*

Hatches, if strong and efficient? *Yes*

State size No. 1 Hatch (Forward) *7' 8" x 6' 4"*

No. 2 Hatch *6' 4" x 5' 9"*

No. 3 Hatch *"*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *"*

No. of Breasthooks *3*

No. of Crutches *"*

Bulwarks, height above deck and description *Handrail with ends*

Main Rail, material and size *"*

Topgallant Rail *"*

Builder's Signature *R. J. Spruy*

Surveyor's Signature *J. H. M. de Vries*

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

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *28th August 1909.*

1st July 1909.

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*

to plate, &c., conform well to each other? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

from the facing surfaces? *Yes*

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

Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? *Yes.*

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

This vessel has been built in accordance with the Society's rules and approved plans which are now returned to London Office.

Workmanship throughout good, material of good ductile quality and tested as required by rules.

All oil compartments, cofferdams and forepeak tested under hydraulic pressure with satisfactory results. Pumping machinery and hand pumps in good working condition. Windlass & steering gear ditto.

Efficient means have been provided for to exhaust the gases from the tanks to the open air, all cox's, valves and seal connections are worked from the trunk deck. Electric light installation, dynamo driven by a petroleum motor has been fitted in turtle space, all wires carried through iron tubing fitted above trunk deck.

This vessel is almost a sister vessel to the Barge Priesland, Utrecht and Groningen Reports No. 4068, 4094 and 4154.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *17.5 ft.*, R.Q.D. or Break *17.5 ft.*, Bridge *17.5 ft.*, F'castle *25.5 ft.* (in feet and tenths). 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 deck, steel, One tier of beams.*

Official No. *14690*; Signal Letters

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

Outside *Anti-corrosion & Galvanizing Comp.*

Order for Special Survey No. *28 August 1908*

Date *28 August 1908*

Order for Ordinary Survey No. *99*

Date *99*

No. *99* in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought *Dec 10, 12, 17, 18, 23-1908, Jan 15, 18, 19, 26 and 28.*

2nd. On the plating during the process of riveting *Feb 2, 6, 8, 9, 12, 13, 15, 18, 19, 23, March 1, 2, 11, 15, 16, 23*

3rd. When the beams were in and fastened, and before the decks were laid *and 20, April 1, 6, 8, 16, 17, 22, 26 and 30, May 6, 14, 17, 21, 25*

4th. When the ship was complete, and before the plating was finally coated or cemented *and 27, June 5, 10, 12, 16, 19 and 23, July 4, 6, 14, 16 and*

5th. After the ship was launched and equipped *19-1909*

Total No. of Visits *53.*

The amount of Entry Fee *£ 4:-*

Fees applied for, *July 1909*

Special Survey Fee *£ 59:11*

Travelling Expenses, if any *£ 2:13*

Received by me, *July 1909*

Certificate to be sent to *J. H. M. de Vries, Amsterdam*

I am of opinion this Vessel should be Classed *100 A1 Barge*

With, or without Freeboard, *as condition of Class*

Carrying Petroleum in bulk

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

Committee's Minute

Character assigned

WED. 4 AUG 1909

100 A1 Barge

Carrying petroleum in bulk

Lloyds 1760

W

cert. issued 1909

W115-0126