

WRECK SECTION  
1 or 2 Dks., R.Q. Dk., IRON OR STEEL STEAMER.

WRECK SECTION

TUES. 8 JUN 1899

nd Pt. Awng. Dk.

State if Report is also sent on the Machinery of the Vessel

Date of completion of Report 17 June 1899  
Date, First Survey 15 June 1898

Port of Amsterdam

Last Survey 27 May 1899

Rig two pole masts

Master W. Duit

Year of appointment 1898

Built at Amsterdam

When built 98-99 Launched 5 April 1899

By whom built Ned. Scheepbouw Maats.

Owners Stormvaant Maats. Oostzee

Managers Messrs. Linke & Co

Residence Amsterdam

Port belonging to Amsterdam

Tonnage under  
Tonnage Deck 1120.48  
of Poop 110.48  
of Raised Qr. 110.48  
of Break. 110.48  
Bridge House 110.48  
Forecastle 110.48  
Houses on Deck 110.48  
of excess of Hatchways 110.48  
above Crown of 110.48  
Engine Room 110.48  
Tonnage 110.48  
Crew Space 110.48  
Less above Crown of 110.48  
Engine Room 110.48  
Tonnage for Fees 110.48  
Less Engine Room 110.48  
Navigation Spaces 110.48  
Master Tonnage 110.48  
Cut on Beam 110.48

ONE OR TWO DECKED VESSEL.

CLASS 100 A1 Contemplated

Half Breadth (moulded) 18.5  
Depth from upper part of Keel to top of Main Deck Bms. 10.43  
Girth of Half Midship Frame (as per Rule) 36.166  
1st Number 75.396  
Length on deck from after part of stem to fore part of stern post 238.583  
2nd Number 17988.203  
Proportions—Breadths to Length 6.45  
Depths to Length—Main Deck to top of Keel 11.5  
Destined Voyage Archangel

If Surveyed while Building, Afloat, or in Dry Dock While building

TH on Deck as Feet. Inches. BREADTH— Feet. Inches. DEPTH, ACTUAL— Feet. Inches. No. of Decks with Flat laid One  
Moulded 37 Top of Floors to top of Main Deck Beams 14 8 1/8 No. of Tiers of Beams One  
ons of Ship per Register, Length, 239.6 breadth, 36.96 depth, 14.48 Moulded Depth, 20 ft. ins. Round of Beam, Actual 8 1/8 ins.

FRAMING.

	Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule	Inches per Rule	16ths or 20ths per Rule
E. Angles, L. E. or L. Bars, for 1/2 length amidships	8	3	10.9	8	3	10.9
at each end fore & after peaks	5	3	7	5	3	7
in way of Double Bottoms at Solid Floors	3	3	8.4	3	3	8.4
" " at intermdt. Bkts.	5	3	8.4	5	3	8.4
ce of Frames from moulding edge to building edge, all fore and aft	14		14			
ERSED FRAME, Angles	3	3	8.4	3	3	8.4
FRAMING, depth of girder	8		8			
ORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	35		35			
in way of Engines and Boilers			8.9			8.9
thickness at the ends of vessel			7			7
depth at 1/2 the half breadth, as per Rule	31		31			
height extended at the Bilges	59		59			
ORS & BRACKETS, in Cell Dble Bottoms	alternately brackets 9.8-7					
" Distance apart	14 in E. & B. and from frame 10.5 to 11.0					
RE GIRDER, in Double Bottom, depth and thickness	35		9	35		9
" Angles, Top	4	4	8.4	4	4	8.4
" " Bottom	5	4	9	5	4	9
GIRDERS, number on each side & thickness	3	3	8.4	3	3	8.4
Angles	3	3	8.4	3	3	8.4
GIN PLATE, depth (exclusive of flange) and thickness	21		8.4	21		8.4
Angles to Outside Plating	3 1/2	3 1/2	8	3 1/2	3 1/2	8
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	36		8.4	36		8.4
" thickness in Engine and Boiler space			9			9
" " Remainder in Holds			7			7
MS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	6	3	8.4	6	3	8.4
Angles on Upper Edge at hatches	9	3	10.9	9	3	10.9
Average space	24		24			
MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
Angles on Upper Edge in fore & after peaks	6	3	7	6	3	7
Average space	24		24			
MS, Hold, Plate or Tee Bulb in fore peak	8	5	8	8	5	8
Angles on Upper Edge						
Average space	48		48			
MS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						
Angles on Upper Edge						
Average space						
MS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb	5	3	6	5	3	6
Angles on Upper Edge	8	5	8	8	5	8
Average Space	24		24			
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	7	5	7	7	5	7
Angles on Upper Edge						
Average space	48		48			
LARS, In 'tween Decks, Size and Spacing						
" " Hold	3 1/4	48	3 1/4	48		
" " Quarter, 'tween Dks.,						
" " in Hold						
B FRAMES, In Fore Body, No. and Spacing						
" " Brdth. & Thickness						
" No. of Side Stringers						
B FRAMES, In E. & B. Space, No. & Spacing	One		One			
" " Brdth. & Thickness	13		10	13		10
WEB FRAMES, In After Body, No. and Spacing						
" " Brdth. & Thickness						
" No. of Side Stringers						
" Size of Angles or Tee Bars to Web Frames						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

FORGINGS AND CASTINGS.

	Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule	Inches per Rule	16ths or 20ths per Rule
KEEL, Bar or Side Plates depth and thickness	8 1/2 x 2 1/2		8 1/2 x 2 1/2			
STEM, moulding and thickness	8 1/2 x 5		8 1/2 x 5			
STERN-POST for Rudder do. do.	8 1/2 x 5		8 1/2 x 5			
" for Propeller	6 1/4		6 1/4			
MAIN PIECE of Rudder, diameter at head do. at heel	4 1/8		4 1/8			
RUDDER, how constructed	Single plate 1 1/2 thick					
Can the Rudder be unshipped afloat?	Yes					
KEELSONS AND STRINGERS.						
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" Rider Plate						
" Bulb Plate to Intercoastal Keelson						
" Horizontal Plates on Floors						
" Angles						
SIDE KEELSON, Angles						
" Bulb or Plate above floors for lng.						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
BILGE KEELSON, Angles						
" Bulb or Plate above floors for len.						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
BILGE STRINGER Angles						
" Bulb Plate for length						
" Intercoastal Plate for length						
" Attached to outside plating with Angle						
SIDE STRINGER Angles	8	5	8	8	5	8
" Bulb or Intercoastal Plate for lng.						
" Attached to outside plating with Angle						

Main and Raised Quarter Deck Stringer Plate, breadth and thickness	48	10.98	48	10.98
" Angle on ditto	4 1/2 x 4 1/2	9	4 1/2 x 4 1/2	9
" Tie Plates fore & aft, outside Hatchways	4 1/2 doubled at corners		4 1/2 x 4 1/2	9
" Diagonal Tie Plates on Bms., No. of Pairs	6			
" Main Dk* Iron or Steel for Whole lng.				
" R. Q. Dk* Iron or Steel for lng.				
Wood Deck, Material & thickness				
Lower Deck Stringer Plate, breadth and thickness	14	10	14	10
" Angles on ditto, No. 1	9 x 3 1/2	13	9 x 3 1/2	13
" Tie Plates, outside Hatchways connected to hull	L 3 x 3	8 1/2	8 1/2	8 1/2
Deck* Material and thickness				
Hold Stringer Plate	14 x 10	two	9 x 3 1/2	13
" Angles on ditto, No.	3 x 3 x 8	and to frame	C x 3 1/2 x 12	
Poop Deck Stringer Plate, breadth & thickness				
" Angle on ditto				
" Tie Plates				
" Deck, Material and thickness				
Bridge Deck Stringer Plate, brdth & thickness	36	7	36	7
" Angle on ditto	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7
" Tie Plates				
" Deck, Material and thickness	steel			
Forecastle Deck Stringer Plate, brdth & thcknss	31	6	31	6
" Angle on ditto	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7
" Tie Plates	in midships full lgt of fore castle		8 1/2 x 4 1/2	
" Deck, Material and thickness	with pine			

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

BULKHEADS.	Number.		Thickness.	STIFFENERS.		Single or Double Frames.	Height up.
	In Vessel.	Per Rule.		Horizontal.	Vertical.		
W.T. BULKHEADS	4	4	10	5 x 8	4 1/2 x 3 x 8	28	5 x 8
PARTITION				6 x 3	8 on collision		5 x 8
LONGITUDINAL					8 in box 14 with bul angles 6 x 3 x 8 in lugs boiler bulk and after plate.		
Are the outside Plates doubled two spaces of Frames in length?							Yes
Are the Stairs Valves and Watertight Doors in efficient working order?							Yes



PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.			BUTTS.									
	AMIDSHIP.		FORWARD.		AFT.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.						Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
FLAT PLATE KEEL (If Bar Keel, state Riveting)	36	16	12	16	36	16	double	5 1/2	1 1/4	3/4	Whole Lg	1	3 1/4	19	18				
GARBOARD OR A STRAKE	42	12	11	12	42	12	"	"	"	"	"	7/8	3 1/4			9 1/2	whole Lg		
State actual thickness in way of Double Bottom.	B	40	10	8	10	10	"	"	"	"	"	"	"	"	"	"	"	"	
	C	52	10	8	10	10	"	"	"	"	"	"	"	"	"	"	"	"	
	D	58	10	8	11	10	"	"	"	"	"	"	"	"	"	"	"	"	
	E	52	11	9	10	11	"	"	"	"	for 1/2 Lg	"	"	15 1/4	18	"	"	"	
	F	45	11	9	9	11	"	"	"	"	whole Lg	"	"	"	"	"	"	"	
	G	53	10	8	8	10	"	"	"	"	"	"	"	"	"	"	"	"	
	H	45	10	8	8	10	"	"	"	"	"	"	"	"	"	"	"	"	
	J	54	10	8	8	10	"	"	"	"	"	"	"	"	"	"	"	"	
	K	42	15	10	10	15	"	"	"	"	for 1/2 Lg	"	"	19	19	"	"	"	
	L																		
	M																		
	N																		
	O																		
	P																		
DOUBLING OF Flat Plate Keel																			
Length and thickness of Bilges																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
POOP SIDES																			
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES																			
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, Tie and Stringer Plates, outside Plating, &c.?  
*Copsett iron works. Iron Steel & Iron to Lin*  
*Steel Company of Scotland. Glasgow. Glasgow & Strathclyde*  
*Kerr's, Darlington Forge.*  
 Has the Steel been tested as required by the Rules? *Yes.*

FRAMES extend in one length from *margin plate* to *main bridge fore-castle decks*  
 REVERSED FRAMES on floors and frames extend from *keel to fore-castle decks alternately.*

MASTS, SPARS, &c.											
LOWER MASTS	Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
Fore	Steel	75' 0"	20 x 1/4	16 x 1/2	4 x 1/4		two			double	treble & double
Main	"	64' 0"	20 x 1/4	16 x 1/2	4 x 1/4		two			"	"
Mizen	"									"	"

Bowsprit  
 Topmasts, Yards and Remainder of Spars  
 Rigging, Material and Size, Shrouds *Steel wire 3/4* Stays *Steel wire 3/4*  
 Sails. *fore & after* Suit of best Dutch 1 1/2 Sails and the following spare sails *none*

EQUIPMENT No. *1854* LETTER *P* TONNAGE FOR TRAWLERS U.D.K.  
 ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 22.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
34921	1st Bower	32	0	0	30	2	2	0	31	3	0	<i>Boys Holland</i>
34510	2nd "	31	2	0	29	15	0	0	31	3	0	<i>patent</i>
34922	3rd "	24	1	0	26	11	1	0	27	1	0	"
	Collective weight	90	3	0	90	3	0					"
34456	Stream	8	2	0	8	2	0	14	10	12	0	<i>Common</i>
34321	Kedge	4	1	0	4	5	12	2	4	1	0	"

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	TEST PER CERTIFICATE.		WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 22.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Table 22.
			Tons.	Supplied.	Per Table 22.	Per Table 22.									
14015	140	1 1/2	44 1/2	524	253	19	140-1 1/2	<i>W.L. Rogers</i>	<i>Chunderland</i>		TOWLINE	90	3 1/4	22	90-3 1/4
											HAWSER	90	3		90-3
											WARP	90	3		90-3
												90	2		90-2

Boats *two lifeboats 21' x 6 1/4' x 2 1/4'* One jolly 18' x 5 1/2' x 2 1/4'  
 Pumps, Number *Five* Diameter of Barrel *4"* State whether they are in efficient working order *Yes*  
 Windlass is *Emerson Walker's pat. steam* Capstan *Emerson Walker's, steam Capstan aft*  
 Engine Room Skylights. How constructed? *Pressed steel, above bridge house. Bullseye*  
 What arrangements for deadlights in bad weather? *Screwing down principal*  
 Coal Bunker Openings. How constructed? *Steel coamings* How are lids secured? *hatches* Height above deck? *under bridge 12"*  
 Number of Scuppers, and number and dimensions of Freeing Ports, &c. *12 Scuppers, 12 freeing ports 30 x 19"*  
 Ceiling in Holds, thickness and material *Plating 1 1/2" doubled under hatches* Ceiling 'twen Decks, thickness and material *1 1/2"*  
 Cargo Hatchways. How formed? *Steel coamings 1 1/2" above deck* Hatches. If strong and efficient? *Yes, 3" thick*  
 State size No. 1 Hatch (Forward) *20' x 16'* No. 2 Hatch *24' x 16'* No. 3 Hatch *24' x 16'* No. 4 Hatch *20' x 16'*  
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch, *two steel webs and 3 fore & afters. No. 1 & 2 hatch one st web and 3 fore & afters. No. 3 hatch one st web and 3 fore & afters. No. 4 hatch one st web and 3 fore & afters.* No. of Breasthooks *four* No. of Crutches *four*  
 Bulwarks, height above deck and description *48 x 5 1/2" bulwarks 8" deep, double top* Main Rail, material and size *8 1/2"*  
 The above is a correct description.  
 Builder's Signature *W. J. J. J.* Surveyor's Signature *W. J. J. J.*

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *No. 24-6-98, 14-7-98, 21-10-98, 1-11-98.*

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* 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? *None*  
 Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*  
 Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? *Yes* State results of tests. *Perfectly tight.*  
 Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *Yes* State results of tests. *Yes*

General Remarks (State quality of workmanship, &c.) *This vessel has been built according to the rules and plans approved by the Committee which are now in London Office. The steel used in the construction duly tested as required by rules. Workmanship throughout good. The whole of the double bottom & after peak tank tested with a head of water when vessel was on the blocks found same tight in every respect. Maindeck (steel) and all watertight bulkheads tested by hose, fore peak flooded same good. Hand pumps, steering gear and windlass in good working condition. Before proceeding to trial trip vessel was placed in the drydock and had her bottom cleaned and painted with anti-corrosive & antifouling composition. Found rudder which was shipped when afloat in a good position.*

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *58* ft., R.Q.D. or Break *58* ft., Bridge Dk. *58* ft., Fore-castle *31* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated.

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 steel deck, one tier of beams*  
 Official No. *100A1*; Signal Letters *None*  
 How are the surfaces preserved from oxidation? Inside *Red lead & Cement* Outside *Anti-fouling Composition*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
Double bottom, aft,	68	124	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	14	31
Double bottom, if under Engines only,	14	33	Midship deep tank,		
Double bottom, if under Boilers only, <i>not in use</i>	14		Other tanks, if fitted,		
Double bottom, forward,	100	218			

\* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules *Yes.*

Order for Special Survey No. *From the 24th of June 98 till 24th of May 1899*  
 Date *24th of June 98*  
 No. *100A1* in builder's yard. Total No. of Visits *86*

The amount of Entry Fee *£ 4* : : Fees applied for, *18*  
 Special *£ 58* : : Received by me, *18*  
 Certificate *£ 0* : :  
 Travelling Expenses, if any *£ 0* : :  
 State whether the Vessel has been built under Special Survey *Yes*  
 I am of opinion this Vessel should be Classed *100A1*  
 With, or without Freeboard, as condition of Class *100A1*

Committee's Minute *TUES. 20 JUN 1899*  
 Character assigned *100A1 (steel)*  
*arb. P. h. j. + L.M.B. 5.99.*

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