

3 Decks.

## IRON OR STEEL STEAMER.

Received at London Office

1898 JUN 9

Date of completion of report

Survey held at *Belfast*

On the

TONNAGE under  
Tonnage Deck... *10522.91*  
Do. between Tonnage Dk. and 3rd and 4th Dk. *3714.14*  
Total under Upper Dk. *17369.38*Do. of Poop *1458.45*  
Do. of Bridge House *2458.89*  
Do. of Forecastle *2684.89*  
Do. of Houses on Dk. *8.83*  
Do. of excess of Hatchways  
Do. above Crown of  
Engine Room ...Gross Tonnage *23980.04*  
Less Crew Space *1018.00*  
Less above Crown of  
Engine Room ...  
TONNAGE FOR FEES... *22962.04*  
Less Engine Room *7673.61*  
Less Navigation Spaces *188.81*  
N.B. *79.53*Register Tonnage  
as cut on Beam ... *15020.09*State if Report is also sent on the Machinery of the Vessel *Yes*Port of *Belfast*Date, First Survey *Oct 3<sup>rd</sup> 1906*Last Survey *2<sup>nd</sup> June 1908*Rig *fore & aft schooner*Master *A. H. Boyer*Year of appointment (1) As Master in service of  
owner of present vessel: *1879*  
(2) As Master of this  
vessel: *19*Built at *Belfast*When built *1908* launched *3<sup>rd</sup> March 1908*By whom built *Harland & Wolff Ltd.*Owners *Nederl.-Amerik. Stoom. Maats.*

(Holland Amerika Lijn)

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

Residence

Port belonging to *Rotterdam*Surveyed while Building, Afloat, or in Dry Dock *Building*LENGTH on Deck *647* *74* BREADTH—*77* *0* DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *43* *7* No. of Decks with flat laid *4*  
as per Rule ... Do. do. do. do. Main Dk. Beams *35* *7* No. of Tiers of Beams *4*Dimensions of Ship per Register, Length *650.5* breadth *77.45* depth *43.5*. Moulded depth, ft. *47* ins. *4 1/2* To Upper Dk. Round of Upper Dk. Beam, Actual *12* ins.

FRAMING.						FORGINGS or CASTINGS.					
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule or as Appro.	Inches per Rule or as Appro.		Inches in Ship.	Inches in Ship.	Inches per Rule or as Appro.	Inches per Rule or as Appro.	
FRAME, Angles, or <i>7</i> , <i>C</i> or <i>T</i> Bars for <i>1</i> length amidships <i>for 1/4 length</i>	<i>10</i>	<i>4</i>	<i>13</i>	<i>10</i>	<i>4</i>	KEEL, Bar or Side Plates, depth and thickness	<i>18 1/2 x 2 1/2</i>	<i>18 1/2 x 2 1/2</i>	<i>18 1/2 x 2 1/2</i>	<i>18 1/2 x 2 1/2</i>	
Do. for <i>1/2</i> at each end	<i>9</i>	<i>4</i>	<i>12</i>	<i>9</i>	<i>4</i>	STEM, moulding and thickness	<i>13 1/2 x 4</i>	<i>13 1/2 x 4</i>	<i>13 1/2 x 4</i>	<i>13 1/2 x 4</i>	
Do. in way of Double Bottoms at Solid Floors...	<i>4</i>	<i>4</i>	<i>12</i>	<i>4</i>	<i>12</i>	STERN-POST for Rudder do. do.	<i>15 x 9</i>	<i>15 x 9</i>	<i>15 x 9</i>	<i>15 x 9</i>	
" " at intermdt. Bkts.	<i>30 1/2</i>		<i>30 1/2</i>			" for Propeller <i>T. arm. h. steel</i>	<i>Cast Steel</i>				
Spacing of Frames from centre to centre	<i>30 1/2</i>		<i>30 1/2</i>			MAIN PIECE of Rudder, diameter at head	<i>16 1/2</i>	<i>16 1/2</i>	<i>16 1/2</i>	<i>16 1/2</i>	
REVERSED FRAME, Angles...	<i>5</i>	<i>4</i>	<i>12</i>	<i>5</i>	<i>4</i>	" do. at heel	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/2</i>	
DEEP FRAMING, depth of girder	<i>10</i>		<i>10</i>			RUDDER, how constructed <i>Cast steel in 4 sections</i>					
FLOORS, depth and thickness of Floor Plate at mid-line for <i>1/2</i> length amidships...						Can the Rudder be unshipped afloat? <i>Yes</i>					
" in way of Engines and Boilers						KEELSONS & STRINGERS.					
" thickness at the ends of vessel						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
depth at <i>1/2</i> the half breadth, as per Rule						" Rider Plate					
height extended at the Bilges						" Bulb Plate to Intercoastal Keelson					
FLOORS & BRACKETS in Cell Dble Bottoms state if flanged (top & bottom)	<i>10</i>	<i>11</i>	<i>10</i>	<i>11</i>	<i>11</i>	" Horizontal Plates on Floors					
" Spacing	<i>30 1/2</i>		<i>30 1/2</i>			" Angles					
CENTRE GIRDER, in Double bottom, depth and thickness	<i>57</i>	<i>17</i>	<i>57</i>	<i>17</i>	<i>17</i>	SIDE KEELSON, Angles					
" Angles, Top	<i>5</i>	<i>5</i>	<i>16</i>	<i>5</i>	<i>16</i>	" Bulb or Plate above floors for length					
" Bottom	<i>5</i>	<i>5</i>	<i>18</i>	<i>5</i>	<i>18</i>	" Intercoastal Plate, for length					
SIDE GIRDERS, number on each side & thickness state if flanged (top and bottom)	<i>4</i>	<i>11</i>	<i>4</i>	<i>11</i>	<i>11</i>	" Attached to outside Plating with Angle					
" Angles <i>4 x 4 x 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>11</i>	<i>3 1/2</i>	<i>3 1/2</i>	BILGE KEELSON, Angles					
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>42 1/2</i>	<i>15</i>	<i>42 1/2</i>	<i>15</i>	<i>15</i>	" Bulb or Plate above floors, for length					
" Angles to Outside Plating	<i>5</i>	<i>5</i>	<i>16</i>	<i>5</i>	<i>16</i>	" Intercoastal Plate for length					
" Floors	<i>4</i>	<i>4</i>	<i>12</i>	<i>4</i>	<i>12</i>	" Attached to outside Plating with Angle					
Height of Floors at the Bilges	<i>93</i>		<i>93</i>			BILGE STRINGER Angles					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>54</i>	<i>15</i>	<i>54</i>	<i>15</i>	<i>15</i>	" Bulb Plate for length					
" in Engine and Boiler space						" Intercoastal Plate for length					
Remainder in Holds						" Attached to outside Plating with Angle	<i>6 1/2</i>	<i>4 1/2</i>	<i>15</i>	<i>6 1/2</i>	<i>4 1/2</i>
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>10</i>	<i>3 1/2</i>	<i>12</i>	<i>10</i>	<i>3 1/2</i>	2 SIDE STRINGERS Angles	<i>6 1/2</i>	<i>4 1/2</i>	<i>12</i>	<i>6 1/2</i>	<i>4 1/2</i>
" Angles on upper edge	<i>30 1/2</i>		<i>30 1/2</i>			" Bulb or Intercoastal Plate, for full lng.			<i>15</i>		<i>15</i>
" Spacing	<i>30 1/2</i>		<i>30 1/2</i>			" Attached to outside plating with Angle	<i>4</i>	<i>4</i>	<i>10</i>	<i>4</i>	<i>10</i>
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>10</i>	<i>3 1/2</i>	<i>12</i>	<i>10</i>	<i>3 1/2</i>	Upper Deck Stringer Plates, br'dth & thickness	<i>64</i>	<i>15</i>	<i>60</i>	<i>15</i>	
" Angles on upper edge	<i>30 1/2</i>		<i>30 1/2</i>			" Angle on ditto <i>2 x 2</i>	<i>5 x 5</i>	<i>18</i>	<i>5 x 5</i>	<i>18</i>	
" Spacing	<i>30 1/2</i>		<i>30 1/2</i>			" Tie Plates, outside Hatchways					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>10</i>	<i>3 1/2</i>	<i>12</i>	<i>10</i>	<i>3 1/2</i>	" Deck * <i>Iron or Steel</i> , for full lng. <i>13.12.9.7</i>			<i>13.9.7</i>		
" Angles on upper edge	<i>30 1/2</i>		<i>30 1/2</i>			" Wood Deck. Material & thickness <i>pl 1/2 P.P. 13.12.9.7</i>			<i>13.9.7</i>		
" Spacing	<i>30 1/2</i>		<i>30 1/2</i>			Middle Deck Stringer Plate, br'dth & thickness	<i>107</i>	<i>12</i>	<i>60</i>	<i>12</i>	
BEAMS, Hold, or Orlop, Plate or Tee Bulb Channel	<i>11</i>	<i>3 1/2</i>	<i>14</i>	<i>11</i>	<i>3 1/2</i>	" Angles on ditto, No. <i>2</i>	<i>4 x 4</i>	<i>10</i>	<i>4 x 4</i>	<i>10</i>	
" Angles on upper edge	<i>30 1/2</i>		<i>30 1/2</i>			" Tie Plates outside Hatchways					
" Spacing	<i>30 1/2</i>		<i>30 1/2</i>			" Diagonal Tie Plates, No. of pairs					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>10</i>	<i>4</i>	<i>12</i>	<i>10</i>	<i>4</i>	" Deck * <i>Iron or Steel</i> , for full lng. <i>12.9.7</i>			<i>9.7</i>		
" Angles on upper edge	<i>30 1/2</i>		<i>30 1/2</i>			" Wood Deck. Material & thickness <i>pl 1/2 P.P. 12.9.7</i>			<i>9.7</i>		
" Spacing	<i>30 1/2</i>		<i>30 1/2</i>			Lower Deck Stringer Plate, br'dth & thickness	<i>60</i>	<i>11</i>	<i>66</i>	<i>11</i>	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb Channel	<i>10</i>	<i>3 1/2</i>	<i>12</i>	<i>10</i>	<i>3 1/2</i>	" Angles on ditto, No. <i>2</i>	<i>4 x 4</i>	<i>10</i>	<i>4 x 4</i>	<i>10</i>	
" Angles on upper edge	<i>30 1/2</i>		<i>30 1/2</i>			" Tie Plates, outside Hatchways					
" Spacing	<i>30 1/2</i>		<i>30 1/2</i>			" Deck * Material and thickness <i>Steel 8.7</i>			<i>8.7</i>		
PILLARS, In 'tween Deck, size and spacing <i>3 1/2 x 3 1/2</i> every 11 ft.	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	Hold, or Orlop Stringer Plate, br'dth & thckn's	<i>66</i>	<i>11</i>	<i>66</i>	<i>11</i>	
" Hold <i>11 x 11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	<i>11</i>	" Angles on ditto, No. <i>2</i>	<i>4 x 4</i>	<i>10</i>	<i>4 x 4</i>	<i>10</i>	
" Quarter 'tween Dks., " " <i>3 1/2 x 3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Tie Plates outside Hatchways					
" in Hold " " <i>3 1/2 x 3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Deck. Material and thickness <i>Steel 8.7</i>			<i>8.7</i>		
WEB-FRAMES, In Fore Body, No. and spacing <i>7 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100</i>	<i>7</i>	<i>8</i>	<i>10</i>	<i>12</i>	<i>14</i>	Peep Deck Stringer Plate, breadth & thickness					
" No. of Side Stringers " " <i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" Angle on ditto					
WEB-FRAMES, In E. & B. Space, No. & spacing <i>7 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100</i>	<i>7</i>	<i>8</i>	<i>10</i>	<i>12</i>	<i>14</i>	" Tie Plates					
" br'dth. & thickness <i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	<i>24</i>	" Deck. Material and thickness <i>Steel 13.8</i>			<i>13.8</i>		
WEB-FRAMES, In After Body, No. and spacing <i>7 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100</i>	<i>7</i>	<i>8</i>	<i>10</i>	<i>12</i>	<i>14</i>	Bridge Deck Stringer Plate, br'dth & thickness	<i>60</i>	<i>18</i>	<i>60</i>	<i>18</i>	
" No. of Side Stringers " " <i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	" Angle on ditto <i>6 x 6 x 1/2</i>	<i>6 x 6 x 1/2</i>	<i>18</i>	<i>6 x 6 x 1/2</i>	<i>18</i>	
" Size of Angles or Tee Bars to Web-Frames <i>6 1/2 x 1/2</i>	<i>6 1/2</i>	<i>1/2</i>	<i>6 1/2</i>	<i>1/2</i>	<i>1/2</i>	" Tie Plates					
BRACKET PLATES to Stringers between Web Frames, depth and thickness <i>18</i>	<i>18</i>	<i>12</i>	<i>18</i>	<i>12</i>	<i>12</i>	" Deck. Material and thickness <i>Steel 13.8</i>			<i>13.8</i>		

[illegible]

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

M. 30.8.06. 8.9.06. 10.1.07. 6.12.07. 6.5.08

**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed and overlapped.

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

from the faying surfaces? Yes.

Do any rivets break into or through the seams or butts of the plating? *yes low*

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 satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes

State results of tests. satisfactory

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

This vessel has been built in accordance with the plans approved by the Committee, the Secretary's letters of the above-mentioned dates and in other respects in general conformity with the Rules, and the workmanship and materials are good throughout. The side scuttles and port doors were tested by hose at Owners request with satisfactory results. - see separate report.

In Cellular Double Bottom, the cement is laid only on inner surface of outer strakes of bottom plating. Cemented elsewhere as usual.

The approved plans 5 in number together with the forging & casting reports are forwarded herewith.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop \_\_\_\_\_ ft., R.Q.D. or Break \_\_\_\_\_ ft., Bridge Dk. and F. castle 335 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. The Bridge and F. castle

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). 4 Decks (Steel), 46 main Beams, 18 Long

Official No. .... ; Signal Letters .....

How are the surfaces preserved from oxidation? Inside *Portland cement & Paint* Outside *Paint*

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	170.2	752	Fore peak tank,	25.0	197
Double bottom, under Engines and Boilers,	181.7	359	After peak tank,	22.4	92
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	58.5	1636
Double bottom, forward,	205.4	962	Other tanks, if fitted,		
Total capacity of double bottom	307.3		(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested or examined by the Bureau of Marine Inspection.

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\* 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. 546

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Date 16th Nov 1900

Days of Surveys held while building  
 1906, Sept. 2-9-11-25-30, Oct. 7-12-14-15-21-28-29, Dec. 4-12-17-18, Jan. 3-9-11-16-21-28, Feb. 1-7-10-12-22-25, Mar. 4-12-14-25-27  
 Apr. 4-5-8-10-12-16-19-25, May 2-7-9-15-17-22-24-28-30, June 17-19-24, July 2-9-11-29, Aug. 2-5-14-19-21-22-28-29,  
 Sept. 3-10-13-17-18-24-27, Oct. 4-7-9-16-23-28-30, Nov. 2-7-8-13-14-19-21-28-29, Dec. 2-3-14-10-13-17  
 1908  
 Dec. 20-31, Jan. 1-2-3-6-17-27-28-30-31, Feb. 3-14-20-31, Mar. 7-12-15-20-24-27, May 15-22-27, Apr. 10-14-23-30  
 May 1-5-6-15-18-19-20-22-26-27, June 1-2.

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Amount of Entry Fee ..... £ 5 : : *1000*


Special Survey Fee.... £ 599 : 1 : 0

Fees applied for, |

4 June 1908

Certificate to be sent to *This Office*.

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed  10

With, or without Freeboard, as condition of Class

WFO 10

Committee's Minute WED. 10

Lloyds asc

+ Luce 6.08

11A