

No. 21154.
APL 1909

THUR. 8 APL 1909

Master *N. N. N.*
Year of Appointment (1) As master in service of
owner of present vessel: 18
(2) As master of this
vessel 18
Built at *Amsterdam*
When built *1909* Launched *19 march 09*
By whom built *Ned Scheepbouw Maats*
Owners *Ned Indische Tank Steamboot Maats*
Managers *Ditto*
(Where necessary to be entered in Reg. Book.)
Residence *L. Groeneweg*
Port belonging to *Batavia*

FORGINGS AND CASTINGS.		Inches in Ship.	Inches per Rule. Or as Approved.	KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule.	Inches per Rule.	20ths per Rule.
									On a S.	On a S.	On a S.
									On a S.	On a S.	On a S.
EEL, Bar or Side Plates, depth and thickness				CENTRE LINE KEELSON, Vertical Plate above							
TEM, moulding and thickness				floors, Through Plate, or Intercoastal Plate							
TERN-POST, do. do.				" Rider Plate							
MAIN-PIECE of RUDDER, diameter at head				" Bulb Plate to Intercoastal Keelson							
" " " at heel				" Horizontal Plates above floors							
" " " "				" Angles							
RUDDER, how constructed				SIDE KEELSON, Angles							
Is the Rudder to be unshipped afloat?				" Bulb or Plate above floors for							
				" Intercoastal Plate for							
				" Attached to outside Plating with							
				BULGE KEELSON, Angle							

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship	Inches per Rule Or as Approved.	Inches per Rule per Rule	16ths or 20ths per Rule
FRAMING.						
RAME, Angles, Bars, for $\frac{3}{8}$ length amidships	5½	3	8	5½	3	8
Do. for $\frac{1}{2}$ at each end	5½	3	7	5½	3	7
Istance of Frames from moulding edge to moulding edge, all fore and aft	23		1	23		
EVERSED FRAME, Angles, <i>from keelson body</i>	3	3	7	3	3	7
EEP FRAMING, <i>flange of floor</i> , depth of girder	3½			3½		
LOOKS, depth and thickness of Floor Plate at mid line for $\frac{3}{8}$ length amidships. }	20½		8	20½		8
" thickness at the ends of vessel			7			7
" depth at $\frac{1}{4}$ the half breadth, as per Rule ..	18¼			10¾		
" height extended at the Bilges	46½			46		
EAMS, Main Deck, Single Angle, Bulb Angle, } <i>on well frames</i> Plate or Tee Bulb	9	3½	12	9	3½	12
" Angles on Upper Edge <i>fore & aft</i> ..	7	3	9	7	3	9
" Average space	23		1	23		
EAMS, Lower Deck, Plate or Tee Bulb	6	3	9	6	3	9
" Angles on Upper Edge						
" Average space	23		1	23		
EAMS, Hold, Plate or Tee Bulb	7	3	8	7	3	8
" Angles on Upper Edge						
" Average space	23		1	23		
EAMS, Deep Deck, Angle, Bulb Angle, Plate } <i>or Tee Bulb</i>	4	3	6	4	3	6
" Angles on upper edge						
" Average space	23		1	23		
EAMS, Bridge Deck, Angle, Bulb Angle, } <i>Plate, or Tee Bulb</i>	4	3	7	4	3	7
" Angles on upper edge						
" Average space	23		1	23		
EAMS, Forecastle Deck, Single Angle, Bulb } <i>Angle, Plate or Tee Bulb</i>	8	5	9	8	5	9
" Angles on Upper Edge <i>Fore End &</i> ..	7	5	8	7	5	8
" Average space	46		1	46		
LARS, In 'tween Decks, Size and Spacing	4	3½	10	7	3½ x 5½	10
" " Hold " "	278		1	278		
" Quarter, 'tween Dks, " "	3½		1	3½		
" " in Holds, " "						
BULB ABOVE FLOORS FOR						
" Intercoastal Plates for $\frac{1}{2}$ length						
" Attached to outside Plating with Angle <i>3" flange</i>						
BILGE STRINGER, Angles						
" Bulb Plate for length						
" Intercoastal Plates for length						
" Attached to outside Plating with Angle						
SIDE STRINGER, Angles	5½	3½	9-8	5½	3½	9-8
" Bulb Plate for length						
" Intercoastal Plate for whole len. 18			7	18		7
" Attached to outside Plating with Angle 3½		3	7	3½	3	7
UPPER SIDE STRINGER, Angles						
" Bulb Plate for length						
" Intercoastal Plate for len						
" Attached to outside Plating with Angles						
Main Deck Stringer Plate, breadth and thickness	50-67	9-8		50-66	9-8	
" Angle on ditto	5x5	1½		in way of tank		
" Tie Plates fore and aft, outside Hatchways	4x4	8		at End		
" Diagonal Tie Plates, No. of Prs.						
" Main Dk.* Iron or Steel for whole len.		7-6			7-6	
" Wood Deck, Material & thickness						
Lower Deck Stringer Plate, breadth and thickness	18	7		18	7	
Is the Stringer Plate attached to the Outside Plating?	Yes			Yes		
" Angles on ditto, No.	3½ x 3	7		3½ x 3	7	
" Tie Plates, outside Hatchways						
" Diagonal Tie Plates, No. of Prs.						
" Deck, Material & thickness	steel in fore peak					5
HOLD STRINGER PLATE						
Is the Stringer Plate attached to the Outside Plating?						
" Angles on ditto, No.						
Peep Deck Stringer Plate, breadth & thickness	Plating	4				4
" Angle on ditto						
" Tie Plates						
" Deck, Material and thickness						
Bridge Deck Stringer Plate, breadth & thcknss	54½	8		54½	8	
" Angle on ditto						
" Tie Plates						
" Deck, Material and thickness	steel	8-6				8-6
Forecastle Deck Stringer Plate, b'dth & thknss	24½	6		22	6	
" Angle on ditto	3x3	7		3x3	7	
" Tie Plates <i>London W. & A. Co.</i>		7				7
" Deck, Material and thickness	Flak 2½"			2½"		

WEB FRAMES, Number and Spacing 10 spaced 5 to 4 fram. spaces										BULKHEADS.									
" " Breadth and thickness 4 spaced 5 to 6 fram. space										Number.		Thickness.	STIFFENERS.			Single or Double Frames.	Height up.		
" No. of Side Stringers, breadth & thickness. 18 4 10 4										In Vessel.	Per Rule.		Horizontal.	Vertical.	Spacing				
" Size of Angles or Tee Bars to Web Frames One One												16ths. or 20ths.	Inches.	Inches.	Inches.				
RACKET PLATES to Stringers between Web Frames, Depth and Thickness 5 1/2 5 1/2 9-8 5 1/2 5 1/2 9-8										W. T. BULKHEADS 16		1/8 1/2	1 3/8 1 5/8 1 3/4 2 1/8 2 3/8 2 1/2 2 3/4	1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4	1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4	1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4	1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4		
PARTITION " LONGITUDINAL "										One		1/8 1/2	1 3/8 1 5/8 1 3/4 2 1/8 2 3/8 2 1/2 2 3/4	1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4	1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4	1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4 1 1/2 x 3/4			
Are the outside Plates doubled two spaces of Frames in length? No.										Are the outside Plates doubled two spaces of Frames in length? No.									

PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		RIVETS.		STRAPS.		IF LAPPED.	
Breadth.		Thickness.		Thickness.		Thickness.		Breadth.		Thickness.		Diam.		Spacing or to cr.		Breadth.		Thickness.	
Inches.		16ths or 32nds.		16ths or 32nds.		16ths or 32nds.		Inches.		Inches.		Inches.		Inches.		Inches.		Inches.	
KEEL (Riveting) Plate	48	14	11	11	48	14	11	11	48	14	11	11	Double	1/2	1/2	1/2	1/2	1/2	1/2
GARBOARD OF A Strake	6 1/2	10	9	9	6 1/2	10	9	9	6 1/2	10	9	9	Double	1/2	1/2	1/2	1/2	1/2	1/2
B "	6 1/2	10	9	9	6 1/2	10	9	9	6 1/2	10	9	9	Double	1/2	1/2	1/2	1/2	1/2	1/2
C "	6 1/2	10	9	9	6 1/2	10	9	9	6 1/2	10	9	9	Double	1/2	1/2	1/2	1/2	1/2	1/2
D "	6 1/2	10	9	9	6 1/2	10	9	9	6 1/2	10	9	9	Double	1/2	1/2	1/2	1/2	1/2	1/2
E "	6 1/2	10	9	9	6 1/2	10	9	9	6 1/2	10	9	9	Double	1/2	1/2	1/2	1/2	1/2	1/2
F "	6 1/2	10	9	9	6 1/2	10	9	9	6 1/2	10	9	9	Double	1/2	1/2	1/2	1/2	1/2	1/2
G "	40	12	9	9	38	12	9	9	38	12	9	9	Double	1/2	1/2	1/2	1/2	1/2	1/2
H "																			
J "																			
K "																			
L "																			
M "																			
N "																			
POOP OR R. Q. D. SIDES	33				6								Double	1/2	1/2	1/2	1/2	1/2	1/2
BRIDGE SIDES																			
FORECASTLE SIDES	42				6														
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. *Thames Iron Works & Shipbuilding Co. Ltd. London*

Butts, treble riveted for $\frac{1}{2}$ length amidship.

Main Stringer Plate *Butts, 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 $\frac{1}{8}$ x $\frac{1}{4}$ in. Rivets, about $\frac{1}{2}$ apart.

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

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

REVERSED FRAMES on floors and frames extend from *in the 5* middle line to floor plating and to *alternately*

MASTS AND SPARS.										RIGGING.									
MASTS, &c.		MATERIAL.		Total Length.		DIAMETER AND THICKNESS AT		No. of Plates in Round.		ANGLES.		RIVETING.		MATERIAL.		SHROUDS.		STAYS.	
				Feet. Ins.		Partners.		Heel.		Hounds.		Heads.				No.		Size.	
						Ins.		Ins.		Ins.		Ins.				Ins.		Ins.	
LOWER MASTS	Fore	PP	48-0	15	15	15	4							Iron	5	5 1/2	3	2 1/2	
	Main	PP	48-0	15	15	15	4												
	Mizen																		
	Jigger																		
BOWSPRIT	Fore																		
	Main																		
	Mizen																		
	Jigger																		
TOPMASTS	Fore																		
	Main																		
	Mizen																		
	Jigger																		
YARDS.	Fore																		
	Main																		
	Crossjack																		
	Jigger																		
	Lower																		
FORE	Upper																		
	Lower																		
MAIN	Upper																		
	Lower																		
TOPSAIL	Upper																		
	Lower																		
YARDS.	Upper																		
	Lower																		
	Upper																		
	Lower																		
JIGGER	Upper																		
	Lower																		
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 Reg. <i>as per</i>		Description of Anchor.		Makers.		Where and when tested and Superintendent.																							
				Cwts. qrs. lbs.		Cwts. qrs. lbs.		Tons. cwt. qrs. lbs.		Cwts. qrs. lbs.																													
33850	1st Bower	30	3 0	34	19	1 14	34	19	1 14	34	19	1 14	34	19	1 14	34	19	1 14																					
33043	2nd "	27	2 0	34	2	2 0	34	2	2 0	34	2	2 0	34	2	2 0	34	2	2 0																					
33952	3rd "	32	2 4	30	10	0 0	30	10	0 0	30	10	0 0	30	10	0 0	30	10	0 0																					
	Collective weight	90	3 4																																				
34001	Stream	2	3 11 2	1 16	11	0 0 0	2	3	0 0	2	3	0 0	2	3	0 0	2	3	0 0																					
34002	Kedge	4	2 0	1 1 0	6	19	2 0	4	2	0 0	4	2	0 0	4	2	0 0	4	2	0 0																				
	2nd Kedge																																						

CHAIN CABLES.										HAWSERS 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.	
						Tons.		Supplied.		Per Rule.									
35341	176	1 1/2	51 1/4	309.0	0.309	5.4	170	1 1/2	51 1/4	309.0	0.309	5.4	170	1 1/2	51 1/4	309.0	0.309	5.4	170
	Iron Chain or Steel Wire	75	3 1/2	26	Steel wire	45	5 1/2												

Boats *One lifeboat 20' x 5' 9" x 1' 6" One dingy 16' x 5' 5" x 1' 9"*

Pumps, Number, *5* Hand pumps

Windlass is *Emerson Walker & Thompson Works Ltd*

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

Ceiling in Holds, thickness and material *2 1/2" Plank in after hold, 1/4" plating in fore hold*

Ceiling 'tween Deck, thickness and material *2 1/2" Plank*

Cargo Hatchways—How formed? *1 8" x 5' x 7' 6"*

State size No. 1 Hatch (Forward) *4' 0" x 6' 6"* No. 2 Hatch *6' 6" x 5' 9"* No. 3 Hatch *6' 6" x 5' 9"*

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

No. of Breasthooks *3* No. of Crutches *3*

Bulwarks, height above deck and description *band railing with ends* Main Rail, material, and size *4" x 1/2"* Topgallant Rail *4" x 1/2"*

The above is a correct description

Builder's Signature (here only.) *D. J. J. J.* Surveyor's Signature *J. H. H. H.*

Surveyor at 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) *29th March, 2nd April 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*

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 laying 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 have been forwarded to London Office by letter of the 24th March 1909. There has been an alteration in the subdivision of the tanks and watertight bulkheads of the vessel of which an amended plan was also forwarded in dealing with the foreboard. The Workmanship is good and material used in the construction of the vessel of a good and durable quality and duly tested as required.

Oil Compartments, Cofferdams, forepeak and afterpeak tank tested under hydraulic pressure with satisfactory results.

Pumping machinery and handpumps are in good working condition. Windlass and steering gear ditto.

Efficient means have been provided for to exhaust the gases from the tanks to the open air. All cocks, valves and sea connections are worked from the trunk deck.

Electric lighting has been fitted. Wires carried through tubing fitted above trunk deck.

The equipment supplied to this vessel as per other folio is correct, the Certificate of test however are still in London Office. Kindly see my letter of the 16th instant.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *16.9* ft., R.Q.D. or Break *16.9* ft., Bridge Dk. *15.5* ft., F'castle *15.5* 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 steel deck, One tier of beams.*

Official No. *100 A 1*; Signal Letters *100 A 1*

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

Order for Special Survey No. *25 March 1909*

Date *25 March 1909*

Order for Ordinary Survey No. *15 April 1909*

Date *15 April 1909*

No. *100* in builder's yard.

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 *29 May, 15 Aug, 12 8 13 Sept - 9 - 10 - 22 - 24 - 29 Oct 1908*

2nd. On the plating during the process of riveting *3 - 6 - 11 - 13 - 17 - 19 - 21 - 23 - 25 - 26 28 November - 10 - 12 - 17 - 18 - 22 Dec 1908*

3rd. When the beams were in and fastened, and before the decks were laid *15 - 18 - 19 - 26 28 Jan - 2 - 6 - 8 - 9 - 12 - 13 - 15 - 18 - 19 23 Feb 1909*

4th. When the ship was complete, and before the plating was finally coated or cemented *1 - 2 - 5 - 9 - 11 - 12 - 13 - 15 - 16 - 17 - 18 - 19 - 23 - 25 28 March*

5th. After the ship was launched and equipped *1 - 3 April 1909*

Total No. of Visits *54*

Fees applied for, *April 1909*

The amount of Entry Fee *£ 4/-*

Special Survey Fee *£ 59.5-0*

Travelling Expenses, if any *£ 1-11-0*

Received by me, *J. H. H. H.*

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

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

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

Committee's Minute

Character assigned *100 A 1 Barge*

Carrying petroleum in bulk

Lloyd's A & B. P.

W 596-0032 2/2