

# Awning or Shelter Deck, or Pt. Awning Deck.

# STEEL STEAMER.

No. 71999

Oct. 11

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

Port of *Rotterdam* Date of completion of Report *11th October 1921* Received at London Office  
Survey held at *Rotterdam* Date, First Survey *4th of August* Last Survey *8th of October* 1921  
On the *Steel screw steamer* *OLDEKERK* Rig *Schooner*

TONNAGE under 6608.12

CLASS 100A.

FREET.

Master *T. L. Reijes*

Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk.

Breadth (greatest moulded) 60.66

Year of Appointment (1) As Master in service of owner of present vessel. (2) As Master of this vessel.

Total under Upper Dk. 6608.12

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 31.35

Built at *Flensburg*

Do. of Poop Deck 222.50

Beduct height of 'tween deck when this does not exceed 8ft.

When built 1915 Launched

Do. of R. Qr. Dk. 94.70

Transverse Number 91.99

By whom built *Flensburger Schiffbau*

Do. of Bridge House 316.68

Length on deck from fore part of stem to after part of sternpost 471.00

Owners *Vereenigde Nederlandsche*

Do. of excess of Hatchways

Longitudinal Number 43334.6

Managers *Van Nieuw. Goudriaan & Co.*

Do. above Orlop of Engine Room

Depth "d" at middle of length. See Secs. 2 & 13 17.46

(Where necessary to be entered in Reg. Book) *Steamer. Mails.*

Gross Tonnage 7242.00

Proportions, Depth to Length, Uppermost Continuous Deck at side to top of keel 11.97

Residence

Less Crew Space 253.64

" " " Upper Deck at side to top of keel 15.0

Port belonging to *S. Gravesdike*

Less above Crown of Engine Room

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

TONNAGE FOR FEES...

Less Engine Room 2317.43

Less Navigation Spaces 88.84

water ballast 17.40

register Tonnage 4567.69

Dimensions of Ship per Register,

Length 470.92 breadth 60.92 depth 28.58

Upper Deck.

Moulded depth, ft. 39 ins. 4 To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual 11 1/2 ins.

Moulded depth, ft. 31 ins. 4 To Upper Dk. measured in Dry Dock

## FRAMING.

NAME, Angles, or Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
o. in peaks	9	3 1/2	48	9	3 1/2	48
Way of Double Bottoms at Solid Floors	3 1/2	3	40	3 1/2	3	40
" at intermdt. Bkts.						
Frames from centre to centre amidships	29 1/2			29 1/2		
Length to collision bulkhead	27 1/2			27 1/2		
Frames from centre to centre in peaks	23 5/8			23 5/8		
SD FRAME, Angles, <i>As arranged</i>	5	3 1/2	43	5	3 1/2	43
Way of Double bottoms at Solid Floors	3	3	41	3	3	41
" at intermdt. Bkts.						
Depth of girder						
Depth and thickness of Floor Plate						
Mid-line for 1/2 length amidships						
Way of Engine and Boiler spaces						
Thickness at the ends of vessel						
Depth at 1/2 the half-bdth. as per Rule						
Height extended at the Bilges						
in Cell Double Bottoms						
State if flanged (top and bottom)						
Spacing of Solid						
GIRDER, in Dbl. bottom, dpth. & thkness	46 1/2		52 1/4	46 1/2		52 1/4
" Angles, Top	3 1/2	3 1/2	47	3 1/2	3 1/2	47
" " Bottom	5	5	51	5	5	51
" " to Floors	3	3	36	3	3	36
Brackets at intermdt. frmg., wdth & thkness						
RODERS, number and thickness	Two	40/36	Two	40/36		
" state if flanged (top & bottom)	3	3	41	3	3	41
Angles	3 1/2	3	40	3 1/2	3	41
PLATE, depth (exclusive of flange) and thickness	43		47			47
Angles to outside plating	3 1/2	3 1/2	47	3 1/2	3 1/2	47
" to floors	3	3	41	3	3	41
Brackets at intermdt. frmg., wdth & thkness						
Height of Brackets above at bilge	36					
BOTTOM PLATING, breadth and thickness of Middle Line Strake	42 1/2		50/40	42 1/2		50/40
" thickness in Engine and Boiler space	ES. 98	ES. 54	ES. 42	ES. 54		
" Remainder in Holds	42		38	42		38
Awng or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	8 1/2	3	46	8 1/2	3	46
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	8 1/2	3 1/4	50	8 1/2	3 1/4	50
Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	9	3 1/2	50	8 1/2	3	50
Angles on upper edge						
Spacing						
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel						
Angles on upper edge						
Spacing						
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	10	3 1/2	55	10	3 1/2	55
Angles on upper edge						
Angles	55	47 1/2		55	47 1/2	

## PILLARS.

PILLARS, In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
" " Hold						
" Quarter, 'tween Dks.,						
Particulars, as found marked on plan						
KEELSONS AND STRINGERS						
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" Rider Plate						
" Flat Keel Plate Angles						
" Horizontal Plates on Floors						
" Angles or Bulb Angles						
SIDE KEELSONS, Number						
" Angles or Bulb Angles						
" Plate above floors, for length						
" Intercoastal Plate, for length						
" Attached to outside plating with Angle						
BILGE KEELSON, Angles						
" Intercoastal Plate, for length						
" Attached to outside plating with Angle						
SIDE STRINGERS, Number						
" Angle	6 1/2	3 1/2	50	13	ft. 6 in. space	
" Intercoastal Plate, for lng.	24	x	60			
" Attached to outside plating with Angle	5	5	50			
Awning or Shelter Deck Stringer Plates, breadth and thickness	67	75/43	67	75/43		
" Angle on ditto	5	x	5	50		
" Tie Plates, fore and aft, outside Hatchways						
" Deck, * Iron or Steel, for whole lng.	45	34		45	34	
" Wood Deck, Material & thickness						
Upper Deck Stringer Plate, breadth and thickness	63	44/30	63	34/30		
" Angles on ditto, No.	3 1/2	3 1/2	43	3 1/2	3 1/2	43
" Tie Plates, outside Hatchways						
" Deck, * Iron or Steel, for whole lng.	34	30		34	30	
" Wood Deck, Material & thickness						
Second Deck Stringer Plates, br'dth & thkness	65	36/30	65	33/30		
" Angles on ditto, No.	3 1/2	3 1/2	43	3 1/2	3 1/2	43
" Tie Plates, outside Hatchways						
" Deck, * Material and thickness						
Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness	48	36				
" Angles on ditto, No.	3 1/2	3 1/2	40			
" Tie Plates, outside Hatchways						
" Deck, Material and thickness						
Poop Deck Stringer Plate, breadth & thickness						
" Angles on ditto						
" Tie Plates						
" Deck, Material and thickness						
Bridge Deck Stringer Plate, br'dth & thickness						
" Angle on ditto						
" Tie Plates						
" Deck, Material and thickness						
Forecastle Deck Stringer Plate, br'dth & thkness	42	36	42	30		
" Angle on ditto	3	x	3	40		
" Tie Plates						
" Deck, Material and thickness						

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



GENERAL REMARKS—(continued).

The bulkheads, the tunnel, the arrangement for painting, the strengthening of bottom forward. (2 double frames in peak and 27 double frames abaft. Q.B.H. with Intercooler) found in good condition. The tunnel stiffened with bracing at Peels and found construction good. Windlass, Pumps and air and sounding pipes good. Steering Engine Quadrant and all its gear examined found good and in working condition. Doubling plates. M.T. Oars. good. Marks riveted in the Anchors and Cabin as per report. ranged found good but no marks for identification could be found.

Please see London letter m. 22/8.21.

The deep tank shown on plan as approved by the above letter has been fitted in accordance therewith and tested upon its completion and found sound and tight. but only a small leakage on Port side above lower bracket has been repaired by a cement core in order to prevent delay for this vessel and this can be put right at a convenient opportunity. Passways and Sparring has been made as required by Sec 49 of the Rules.

The approved plans sent with your letter of the 22nd July-20 have been sent herewith viz. Midship Section. Profile.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop <sup>ft.</sup> <sub>(in feet and tenths).</sub> R.Q.D. <sup>ft.</sup> Bridge <sup>ft.</sup> Forecastle <sup>ft.</sup> 54.33  
When the Poop is joined to the B.D., this should be distinctly stated *Skidhead with horn opening*

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 should appear in the Register Book) *Three steel decks*  
Official No. : Signal Letters : State if Machinery is fitted aft *no*  
How are the surfaces preserved from oxidation? Inside *Cement and 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,	157 1/2	583	Fore peak tank,	18.33	55
Double bottom, under Engines and Boilers,			After peak tank,	16	15
Double bottom, if under Engines only,	26.66	140	Deep tank, aft,		
Double bottom, if under Boilers only, <i>Dry tank</i>	218.5	909	Deep tank, forward, <i>constructed as per plan</i>		1060
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	1632	(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules *Yes and tight*

Order for Special Survey No. *4/8; 5/8; 9/8; 17/8; 18/8; 25/8; 26/8; 1/9-7/9-8/9-9/9-12/9-13/9*  
Date *15/9-16/9-19/9-21/9-24/9; 7/10; 8/10-1921*  
No. *in builder's yard.*  
Dates of Surveys held while building  
Total No. of Visits *20*

Surveyor's Signature *J. J. Hervey*

Rpt. 9a.

Port of *Rotterdam* Continuation of Report No. *11999* dated *11 Oct 1921* on the

Please see 1st entry report sent herewith, Secretary's letter referred to therein and the plans which have been sent for our guidance. The vessel has been placed in drydock, bottom and under cleaned and the following repairs found necessary and now carried out:

On S.B. from stem.

A strike plate N° 1 removed faired and replaced.

B " plates N° 1 & 2 & 3 " " "

C " plate N° 2 faired in place

C " plates N° 3 & 4 removed faired and replaced.

F " plate N° 5 faired in place.

G " plate N° 6 " " "

H " plates N° 3 & 6 " " "

J " plate N° 5 " " "

L " plate N° 1 " " "

On P.S.

D strike plate N° 3 removed faired and replaced

E " plate N° 4 " " "

All broken cement renewed in tank N° 1 and N° 2.

Several minor repairs carried out right fore and aft.

*J. J. Hervey*