

1 or 2 Dks., R.Q.Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 6162
FRI. 16 JUL. 1909

State if Report is also sent on the Machinery of the Vessel. *Yes*
Date of completion of Report *13th July 1909*
Date, First Survey *15th Jan 1909*

Received at London Office, *Rotterdam*
Port of *Rotterdam*
Last Survey *10 July 1909*
Rig *Schooner*

Survey held at *Rotterdam*
On the *S.S. Duiveland*

ONE OR TWO DECKED VESSEL.
CLASS *100.A.1*

Master *A. de Jell*
Year of appointment *1909*
(1) As master in service of owner of present vessel:—1909
(2) As master of this vessel:—1909

TONNAGE under Tonnage Deck... *275.97*
Do. of Poop *272.00*
Do. of Raised Or. *29.50*
Dk. or Break...
Do. of Bridge House *19.10*
Do. of Forecastle
Do. of Houses on Deck
Do. of excess of Hatchways above Crown of Engine Room... *1296.65*
ss Tonnage *65.26*
Crew Space above Crown of Engine Room... *1231.39*
NAGE FOR FEES... *414.93*
Engine Room *46.88*
Navigation Spaces
Gross Tonnage *269.50*
cut on Beam...

Half Breadth (moulded) *17'-2"*
Depth from upper part of Keel to top of Main Deck Bms. *17'-0 5/8"*
(with the normal round up of beam)
Girth of Half Midship Frame (as per Rule) *32'-4"*
1st Number *67.3*
Length on deck from after part of stem to fore part of stern post *230*
2nd Number *15479*
Proportions—Breadths to Length *6.69*
Depths to Length—Main Deck to top of Keel... *12.91*
Destined Voyage *Sunderland*

Built at *Rotterdam*
When built *1909* Launched *5th June 1909*
By whom built *Messrs Rijk & Co*
Owners *Scheepv. & Meenk. Maats.*
Managers *"*
(Where necessary to be entered in Reg. Book.)
Residence *Rotterdam*
Port belonging to *"*

LENGTH on Deck as per Rule... *230* Feet. *0* Inches. BREADTH—Moulded... *34* Feet. *9* Inches. DEPTH, ACTUAL—Top of Floors to top of Main Deck Beams... *14* Feet. *10 7/8* Inches. No. of Decks with Flat laid *One flat dk*
No. of Tiers of Beams *deep frames*
Dimensions of Ship per Register, Length, *231.4* breadth, *34.56* depth, *14.85* Moulded Depth, *17* ft. *1* ins. Round of Beam, Actual *8 3/8* ins.

FRAMING.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths in Ship.
NAME, Angles, <i>XXL</i> Bars, for $\frac{1}{2}$ length amidships... <i>18.0.0k.</i>		<i>6 1/2</i>	<i>3</i>	<i>9-8</i>	<i>6 1/2</i>	<i>3</i>	<i>9-8</i>
Do. for <i>end</i> ...		<i>7</i>	<i>3</i>	<i>9-8</i>	<i>7</i>	<i>3</i>	<i>9-8</i>
Do. in way of Double Bottoms at Solid Floors... at intermdt. Bkts.		<i>7</i>	<i>3</i>	<i>7-6</i>	<i>7</i>	<i>3</i>	<i>7-6</i>
acing of Frames from centre to centre		<i>23</i>			<i>23</i>		
VERSED FRAME, Angles		<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
EP FRAMING, depth of girder	<i>Bulk angle frames</i>						
DOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships...	<i>See D Bm</i>						
" in way of Engines and Boilers							
" thickness at the ends of vessel							
" depth at $\frac{1}{2}$ the half breadth, as per Rule							
" height extended at the Bilges							
DOORS & BRACKETS, in Cell Dble Bottoms		<i>35</i>		<i>6-9</i>	<i>35</i>		<i>6-9</i>
" state if flanged (top & bottom)	<i>not flanged</i>						
" Spacing	<i>13.</i>				<i>13.</i>		
NTRE GIRDER, in Double Bottom, depth and thickness		<i>35</i>		<i>11-9</i>	<i>35</i>		<i>11-9</i>
" Angles, Top		<i>3</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>3</i>	<i>8</i>
" Bottom		<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>10</i>
DE GIRDERS, number on each side & thickness	<i>one</i>			<i>6</i>	<i>one</i>		<i>6</i>
" state if flanged (top & bottom)	<i>no</i>				<i>no</i>		
" Angles		<i>3</i>	<i>3</i>	<i>7</i>			
MARGIN PLATE, depth (exclusive of flange) and thickness		<i>26</i>		<i>7-9</i>	<i>26</i>		<i>7-9</i>
" Angles to Outside Plating		<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>
" Floors		<i>3</i>	<i>3</i>	<i>7</i>	<i>3</i>	<i>3</i>	<i>7</i>
" Height of Floors at the Bilges		<i>52</i>		<i>16</i>	<i>52</i>		<i>16</i>
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake		<i>35</i>		<i>8-7</i>	<i>35</i>		<i>8-7</i>
" thickness in Engine and Boiler space				<i>8-10</i>			<i>8-10</i>
" Remainder in Holds: <i>no ceiling</i>				<i>8-7</i>			<i>8-7</i>
EAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb		<i>5 1/2</i>	<i>1-3</i>	<i>8</i>	<i>5 1/2</i>	<i>3</i>	<i>8</i>
" Angles on Upper Edge							
" Spacing		<i>23</i>			<i>23</i>		
EAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb							
" Angles on Upper Edge							
" Spacing							
EAMS, Hold, Plate or Tee Bulb							
" Angles on Upper Edge							
" Spacing							
EAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb							
" Angles on Upper Edge							
" Spacing							
EAMS, Bridge on Pt. Awng. Deck, Angle, Bulb Angle, Plate or Tee Bulb		<i>7 1/2</i>	<i>3</i>	<i>9</i>	<i>7 1/2</i>	<i>3</i>	<i>9</i>
" Angles on Upper Edge							
" Spacing		<i>46</i>			<i>46</i>		
EAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb		<i>7 1/2</i>	<i>3</i>	<i>9</i>	<i>7 1/2</i>	<i>3</i>	<i>9</i>
" Angles on Upper Edge							
" Spacing		<i>46</i>			<i>46</i>		
PILLARS, In 'tween Decks, Size and Spacing		<i>4 1/2-4</i>	<i>46</i>	<i>4-3 1/2</i>	<i>46</i>		
" Hold							
" Quarter, 'tween Dks.,							
" in Hold							
WEB FRAMES, In Fore Body, No. and Spacing							
" Brdth. & Thickness							
" No. of Side Stringers							
WEB FRAMES, In E. & B. Space, No. & Spacing							
" Brdth. & Thickness							
" No. of Side Stringers							
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.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths in Ship.
KEEL, Bar or Side Plates depth and thickness	<i>Flat keel plate</i>						
STEM, moulding and thickness	<i>2 1/2 x 2 3/8</i>				<i>2 1/2 x 2 3/8</i>		
STERN-POST for Rudder do. do.	<i>8-4 3/4</i>				<i>8-4 3/4</i>		
" for Propeller							
MAIN PIECE of Rudder, diameter at head...	<i>6 1/2</i>				<i>6 1/2</i>		
do. at heel	<i>4 1/2</i>				<i>4 1/2</i>		
RUDDER, how constructed <i>Single plate</i>	<i>18-20</i>						
Can the Rudder be unshipped afloat?	<i>Yes</i>						
KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	20ths in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate							
" Rider Plate							
" Bulb Plate to Intercoastal Keelson	<i>See D Bm</i>						
" Horizontal Plates on Floors							
" Angles							
SIDE KEELSON, Angles							
" Bulb or Plate above floors for length							
" Intercoastal Plate for length							
" Attached to outside plating with Angle							
BILGE KEELSON, Angles							
" Bulb or Plate above floors for length							
" Intercoastal Plate for length							
" Attached to outside plating with Angle							
BILGE STRINGER Angles		<i>5 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>9</i>
" Bulb Plate for length		<i>7</i>	<i>7-6</i>		<i>7</i>	<i>7-6</i>	
" Intercoastal Plate for length							
" Attached to outside plating with Angle		<i>3</i>	<i>3 1/2</i>	<i>7-6</i>	<i>3</i>	<i>3 1/2</i>	<i>7-6</i>
SIDE STRINGER Angles		<i>5 1/2</i>	<i>3 1/2</i>	<i>9</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>9</i>
" Bulb or Intercoastal Plate for full lng.							
" Attached to outside plating with Angle		<i>3</i>	<i>3 1/2</i>	<i>7-6</i>	<i>3</i>	<i>3 1/2</i>	<i>7-6</i>
Main and Raised Quarter Deck Stringer Plate, breadth and thickness		<i>40</i>	<i>10-8</i>		<i>40</i>	<i>10-8</i>	
" Angle on ditto		<i>4 1/2 x 4 1/2</i>	<i>9</i>	<i>4 1/2 x 4 1/2</i>	<i>9</i>		
" Tie Plates, outside Hatchways							
" Diagonal Tie Plates on Bms., No. of Pairs							
" Main Dk* <i>full</i> Steel for lng.		<i>8-6</i>			<i>8-6</i>		
" R. Q. Dk* <i>full</i> Steel for lng.		<i>8-6</i>			<i>8-6</i>		
" Wood Deck, Material & thickness							
Lower Deck Stringer Plate, breadth and thickness							
" Angles on ditto, No.							
" Tie Plates, outside Hatchways							
" Deck* Material and thickness							
Hold Stringer Plate							
" Angles on ditto, No.							
Poop Deck Stringer Plate, breadth & thickness							
" Angle on ditto							
" Tie Plates							
" Deck, Material and thickness							
Bridge on Pt. Awng. Deck Stringer Plate, breadth and thickness		<i>30</i>	<i>8</i>		<i>30</i>	<i>8</i>	
" Angle on ditto		<i>10 x 4</i>	<i>10</i>	<i>10 x 4</i>	<i>10</i>		
" Tie Plates		<i>12. 9-8</i>		<i>12. 9-8</i>			
" Deck, Material and thickness		<i>pitch pine</i>					
Forecastle Deck Stringer Plate, brdth & thcknss		<i>20</i>	<i>8</i>		<i>20</i>	<i>8</i>	
" Angle on ditto		<i>4 x 4</i>	<i>8</i>	<i>4 x 4</i>	<i>8</i>		
" Tie Plates		<i>partly plated</i>					
" Deck, Material and thickness		<i>pitch pine</i>					
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.							
BULKHEADS.		In Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.
W.T. BULKHEADS		<i>4</i>	<i>4</i>	<i>6</i>	<i>4 1/2 x 7-40</i>	<i>4 1/2 x 8</i>	<i>30 double deck</i>
PARTITION							
LONGITUDINAL							
Are the outside Plates doubled two spaces of Frames in length?							<i>Diamond shape</i>
Are the Stairs Valves and Watertight Doors in efficient working order?							<i>Yes</i>

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.		AMIDSHIP.	THICKNESS.	ORDINARY.		RIVETS.	DOUBLE OR TREBLE FOR WHAT LENGTH.	RIVETS.		STRAPS.		IF LAPPED.		BREADTH.	FOR WHAT LENGTH.	FEET.
	Breadth.	Thickness.	Thickness.	Thickness.			Breadth.	Thickness.			Diam.	Spacing.	Breadth.	Thickness.	Breadth.	Thickness.			
FLAT PLATE KEEL (If Bar Keel, state Riveting)	35	14	11	11	35	14	Double	5 1/4	3/8	3 1/2	1 1/2	3 1/2	19	15			12	12 1/2	
GARBOARD OF A Strake	58	11	10	10	50	10	"	4 1/2	3/4	3 1/4	"	"	"	"			10	"	
State actual thickness in way of Double Bottom.	50	10	8	8	50	10	"	"	"	"	3/4	3 1/2	"	"			10	"	
B "	50	10	8	8	50	10	"	"	"	"	3/4	3 1/2	"	"			10	"	
C "	50	10	8	8	50	10	"	"	"	"	3/4	3 1/2	"	"			10	"	
D "	48	10	8	8	48	10	"	"	"	"	3/4	3 1/2	"	"			10	"	
E "	50	10	8	8	50	10	"	"	"	"	3/4	3 1/2	"	"			10	"	
F "	48	10	8	8	48	10	"	"	"	"	3/4	3 1/2	"	"			10	"	
G "	50	10	8	8	50	10	"	"	"	"	3/4	3 1/2	"	"			10	"	
H "	50	10	8	8	50	10	"	"	"	"	3/4	3 1/2	"	"			10	"	
J "	38	11	9	9	38	11	"	"	"	"	3/4	3 1/2	"	"			9	full	
K "	The sheerstake from within bridge to 1/2 to forward																		
L "	" "																		
M "	" "																		
N "	" "																		
O "	" "																		
P "	" "																		
DOUBLING OF Flat Plate Keel																			
Length of Bilges	Eleven frame spaces																		
Length of Sheerstrakes	Ten																		
Length of Strake below	" "																		
POOP SIDES	See above																		
RAISED QUARTER DECK SIDES	11																		
BRIDGE SIDES	9																		
FORECASTLE SIDES	8																		
LENGTHS OF PLATING	nine frame spaces.																		

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. *Siemens. Martin steel.*

Butch walfwerke Schulte, Kragel, & Co., Gewerkschaft, Deutsche Kaiser, Quaseldorf, Flecken, Eisenwerk, Palmers Ship & Iron Co., Thyss & Co., Dorman Long & Co., Has the Steel been tested as required by the Rules. *Yes*

FRAMES extend in one length from *margin plates 80 m. to decks* state if ordinary *on joggled* *Yes*

REVERSED FRAMES on floors and frames extend from *bulb angle frames* state if ordinary *on joggled* *Yes*

MASTS, SPARS, &c.

LOWER MASTS...	Fore	Main	Mizen	Material	Total length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.
						At Partners.	Heel.	Hounds.	Head.		Number.	Size.	
Fore	Steel	62' 10"	19' 8"	15' 6"	12' 5"	Two			single	heble			
Main	"	57' 0"	"	"	"	"			"	"			
Mizen	"	"	"	"	"	"			"	"			

Bowsprit

Topmasts, Yards and Remainder of Spars *pine cargo decks.*

Rigging, Material and Size, Shrouds *steel wire 1/3" three each side. Stays one 3/4"*

Sails. *one suit of good quality. Sails and the following spare sails.*

ANCHORS.										Tonnage U.D. or Plating No. for Travellers.									
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.		Number of Surveys held while building.	Fees applied for.	Received by me.	Travelling Expenses, if any.	State whether the Vessel has been built under Special Survey.	I am of opinion this Vessel should be Classed.
		Cwts.	qrs.	Cwts.	qrs.	Tons.	Cwts.	qrs.	lbs.										
4020	1st Bower	30	0	24	0	20	1	1	0	Britannic	H. Cykes, T. J. Bradley	10-1-09	10-1-09	1	40.00	14.7	1909	Yes	100. A1
34806	2nd "	20	2	18	"	24	11	3	14	"	"	10-1-09	10-1-09	1	60.30	15.7	1909	Yes	100. A1
34605	3rd "	24	3	10	"	24	12	3	7	"	"	10-1-09	10-1-09	1	16.00	15.7	1909	Yes	100. A1
	Collective weight	74	2	52		68	0	0	0										
34712	Stream	4	0	4	2	0	0	0	0	Ordinary	"	10-1-09	10-1-09	1				Yes	100. A1
34713	Kedge	4	0	4	1	0	4	6	7	2	0	4	0	0				Yes	100. A1

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per Table 22.	Description.	Makers of Cables.	Where and when tested and Superintendent.		Material.	Length.	Cir.	Breaking Test of Steel Wire.	Length.	Cir.	Breaking Test of Steel Wire.	Length.	Cir.	Breaking Test of Steel Wire.
			Supplied.	Per Table 22.															
8902	240 19/16 43.9	61.4	302.1	0.246	2.19	240 19/16 Link	?	Cardiff 16-3-09	G.W. Penn	TOWLINE	4x90	2 1/2	12 1/2	4x90	2 1/2	12 1/2	4x90	2 1/2	12 1/2
100-00000-00000	120 4	33			120 4	as per plan	de Haan												

Boats *Three boats*

Pumps, Number *one Downton* Diameter of Barrel *5* State whether they are in efficient working order *Yes*

Windlass is *Steam, iron Patent.* Capstan *—*

Engine Room Skylights.—How constructed? *steel and angles*

What arrangements for deadlights in bad weather? *steel lids and deadlights.*

Coal Bunker Openings.—How constructed? *steel & angles* How are lids secured? *battens* Height above deck? *17"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *four scuppers & four ports.*

Ceiling in Holds, thickness and material *no ceiling* Cargo Battens, thickness and material *no battens*

Cargo Hatchways.—How formed? *steel & angles* Hatches.—If strong and efficient? *2 1/2"*

State size No. 1 Hatch (Forward) *21' 1" x 16'—* No. 2 Hatch *24' 5" x 16'—* No. 3 Hatch *21' 1" x 16'—* No. 4 Hatch *19' 2" x 16'—*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch *two webs each except No 4 only one.*

Three fore & afters each. No. of Breasthooks *five* No. of Crutches *dup floors aft.*

Bulwarks. Height above deck and description *steel 3'-9"* Main Rail and Stays, material and size *6' 6" x 3" x 1/2" 6' 6" x 1/2"*

The above is a correct description.

Builder's Signature (here only) *N. V. WERF IN ROTTERDAM* Surveyor's Signature *P. Reunenburg A. Schouwenaar*

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)

London letters M. 16-108-30-10-08

Workmanship. Are the butts of plating planed or otherwise fitted? *Overlapped, chipped and caulked.*

Is the riveted work properly closed? *Yes, satisfactory.*

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, satisfactory* 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? *Yes a few.*

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 *"*

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

The workmanship is good and the vessel has been built in accordance with the approved plans, Secretary's letters referred to above and in general conformity with the Society's Rules.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. or Break *62.33* ft., Bridge Dk. *59.41* ft., F'castle *25* 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

The raised quarter deck has been joined to the bridge deck

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, well deck & deep framing*

Official No. *133*; Signal Letters *H. M. & C.* 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										Cellular. 80m.	
Where fitted.		Length.	Water Capacity.	Where fitted.		Length.	Water Capacity.	Where fitted.		Length.	Water Capacity.
		Feet.	Tons.			Feet.	Tons.			Feet.	Tons.
Double bottom, aft,		61.33	11.4	Fore peak tank,		13.5	19.4				
Double bottom, under Engines and Boilers,				After peak tank,		20.0	1.4				
Double bottom, if under Engines only,		13.33	3.5	Deep tank, aft,							
Double bottom, if under Boilers only, no 2.6m.				Deep tank, forward							
Double bottom, forward,		101.50	18.1	Other tanks, if fitted,							
		Total capacity	33.3	(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 as required by the Rules *Yes and tight*

Order for Special Survey No. *239*

Date *15/7/09*

No. *133* in builder's yard.

Dates of Surveys held while building

Jan. 15-26-20, Febr 1-9-26, March 6-13-22-29, Apr 6-15-22, May 4-5-12-17-25-26, June 2-3-4-5-12-15-21-26-29, July 2-6-7-8-9-10-1909.

Total No. of Visits *36*

The amount of Entry Fee *40.00* Fees applied for, *14.7* 1909

Special *60.30* Received by me, *15.7* 1909

Travelling Expenses, if any *16.00*

State whether the Vessel has been built under Special Survey *Yes*

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

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

Certificate to be sent to *Surveyors, Rotterdam*

P. Reunenburg

A. Schouwenaar

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

Committee's Minute *TUES. 20 JUL 1909*

Character assigned *100 A1*

subject

Lloyd's at op. June 7. 09

J.P.

Certs issued 27/09.