

Awning or Shelter Deck,  
or Pt. Awning Deck.

STEEL STEAMER.

No. 11354

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

Port of *Rotterdam* Date of completion of Report *2nd of August 1920* Received at London Office *MON. AUG. 9 1920*

Survey held at *Rotterdam* Date, First Survey *11th June 1920* Last Survey *29 June 1920*

On the *Steel Screw Steamer "MOERDIJK" ex. DENDERAH* Rig *2 masted*

TONNAGE under Tonnage Deck... *6508.45* CLASS *100 A.* FERT. Master *G.C. Herbschleb*

Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *1968.70* Breadth (greatest moulded) *60.83* Year of Appointment *(1) As Master in service of owner of present vessel:—1920 (2) As Master of this vessel:—1920*

Total under Upper Dk. *8477.15* Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *39.25* Built at *Bremerhaven - Geestmünde*

Do. of Poop *95.70* Deduct height of 'tween deck when this does not exceed 8ft. *1.8* When built *1914* Launched *?*

Do. of R. Qr. Dk. *448.54* Transverse Number *92.08* By whom built *Joh. C. Teckelenborg A.G.*

Do. of Bridge House *43.83* Length on deck from fore part of stem to after part of sternpost *472.77* Owners *Holland Amerika Lijn*

Do. of Houses on Deck *9065.25* Longitudinal Number *43532* Managers *(Where necessary to be entered in Reg. Book.)*

Do. of excess of Hatchways *311.16* Depth "d" at middle of length. See Secs. 2 & 13... *12.04* Residence *Rotterdam*

Do. above Crown of Engine Room *8754.09* Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *12.04* Port belonging to *Rotterdam*

Gross Tonnage *1762.08* Destined Voyage *If Surveyed while Building, Afloat, or in Dry Dock Afloat and in Dry Dock*

Less Crew Space *89.22* Upper Deck at side to top of keel *15 ins.*

Less above Crown of Engine Room *31.48*

Net Tonnage *6871.31*

On Rule	Ft.	Ins.	BREADTH	Ft.	Ins.	DEPTH, ACTUAL	Top of Floors to top of Awn. or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat land	No. of Tiers of Beams
472.8	9		Moulded	60	10	Do.	Upper Deck Beams	36	4	3	3

Ship per Register, length *472.8* breadth *60* depth *36.4* Awn. or Shelter Dk. Moulded depth, ft. *39* ins. *3* To Awn. or Shelter Dk. Round up of Uppermost Dk. Beam, Actual *15* ins.

Upper Deck. Moulded depth, ft. *31* ins. *3* To Upper Dk.

FRAMING. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

Plates or Bars, amidships *9 1/2 3 1/2 50 9 1/2 3 1/2 50*

Plates or Bars, at intermdt. Bkts. *3 1/2 3 1/2 42 3 1/2 3 1/2 42*

Frames from centre to centre amidships *29 1/8 29 1/8*

Length to collision bulkhead from *24 9/16 24 9/16*

Frames from centre to centre in peaks *23 5/8 23 5/8*

D FRAME, Angles. See plan *4 3/4 8 3/4 48 4 3/4 8 3/4 48*

Depth of girder *8 1/2 8 1/2*

Depth and thickness of Floor Plate *8 1/2 8 1/2*

Mid-line for 1/2 length amidships *8 1/2 8 1/2*

Way of Engine and Boiler spaces *8 1/2 8 1/2*

Thickness at the ends of vessel *8 1/2 8 1/2*

Thickness at 1/2 the half-bdth. as per Rule *8 1/2 8 1/2*

Height extended at the Bilges *8 1/2 8 1/2*

BRACKETS, in Cell Dble Bottoms *4 1/2 4 1/2 48 4 1/2 4 1/2 48*

State if flanged (top & bottom) *4 1/2 4 1/2 48 4 1/2 4 1/2 48*

Spacing *4 1/2 4 1/2 48 4 1/2 4 1/2 48*

GIRDER, in Dbl. bottom, dpth. & thcknss *4 1/2 4 1/2 48 4 1/2 4 1/2 48*

Angles, Top *4 1/2 4 1/2 48 4 1/2 4 1/2 48*

Bottom *4 1/2 4 1/2 48 4 1/2 4 1/2 48*

To Floors *4 1/2 4 1/2 48 4 1/2 4 1/2 48*

RIDERS, number and thickness *Two 42 Two 42*

State if flanged (top & bottom) *Two 42 Two 42*

Angles *Two 42 Two 42*

PLATE, depth (exclusive of flange) *Two 42 Two 42*

and thickness *Two 42 Two 42*

Angles to outside plating *Two 42 Two 42*

To floors *Two 42 Two 42*

Height of Brackets above at bilge *Two 42 Two 42*

BOTTOM PLATING, breadth and thickness *Two 42 Two 42*

Thickness in Engine and Boiler space *Two 42 Two 42*

Remainder in Holds *Two 42 Two 42*

Awning or Shltr Dk, Single Angle, *Two 42 Two 42*

Bulb Angle, Plate, Tee Bulb or Channel *Two 42 Two 42*

Angles on upper edge *Two 42 Two 42*

Upper or Second Deck, Single Angle, *Two 42 Two 42*

Bulb Angle, Plate, Tee Bulb or Channel *Two 42 Two 42*

Angles on upper edge *Two 42 Two 42*

Third or Fourth Deck, Single Angle, *Two 42 Two 42*

Bulb Angle, Plate, Tee Bulb or Channel *Two 42 Two 42*

Angles on upper edge *Two 42 Two 42*

Fourth or Fifth Deck, Plate, Tee *Two 42 Two 42*

Bulb or Channel *Two 42 Two 42*

Angles on upper edge *Two 42 Two 42*

Poop Deck, Angle, Bulb Angle, Plate, *Two 42 Two 42*

Tee Bulb or Channel *Two 42 Two 42*

Angles on upper edge *Two 42 Two 42*

Bridge Deck, Angle, Bulb Angle, Plate, *Two 42 Two 42*

Tee Bulb or Channel *Two 42 Two 42*



PLATING.										RIVETING.									
AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.		BUTTS.											
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		Single or Double.		RIVETS.		STRAPS.		IF LAPPED.					
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.				
FLAT PLATE KEEL	52	1.12	80	52	1.12	Double	6.2	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12				
(If Bar Keel, state Riveting)																			
GARBOARD OF A STRAKE	62	64	64	48	64		5.2	7/8	1.12	1.12	1.12	1.12	1.12	1.12	1.12				
State actual thickness in way of Double Bottom.																			
B	72																		
C																			
D																			
E																			
F	63	70	48		70														
G	78	68			68														
H	72																		
J		64			64														
K																			
L	60																		
M	56																		
N	52	82	48	48	52	82													
O																			
P																			
Q																			
R																			
S																			
DOUBLING OF Flat Plate Keel																			
of Sheerstrakes																			
(Length and Thickness)																			
POOP SIDES																			
SHORT BRIDGE SIDES																			
FORECASTLE SIDES																			
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, Plating, &c.?										Awning or Shelter Deck Butts, riveted for 3/16 length amidship.									
Plating, &c.?										Stringer Deck Butts, riveted for 1/2 length amidship.									
Plating, &c.?										Second Deck Butts, riveted for 3/8 length amidship.									
Plating, &c.?										Stringer Plate Butts, riveted for 1/2 length amidship.									
Plating, &c.?										Butts of Side Stringers riveted.									
Plating, &c.?										Tie Plates riveted.									
Plating, &c.?										Inner Bottom Plating, riveting of Edges II and I Butts II riveted.									
Plating, &c.?										Centre Girder Butts, riveted Keelson Butts, riveted.									
Plating, &c.?										Frames, riveted through Plates with 1/8 in. Rivets, about 5 3/4 apart.									
Plating, &c.?										Rivets, state whether Iron or Steel.									
Has the Steel been tested as required by the Rules?										state if ordinary or jagged?									
FRAMES extend in one length from Margin to St.										state if ordinary or jagged?									
REVERSED FRAMES on floors and frames extend from 2 frames + reverse as detailed on plan sent Crew with 1 severe frame jagged in B.M.										state if ordinary or jagged?									
MASTS, SPARS, &c.										MASTS, SPARS, &c.									
Material. Total Length. At Partners. Heel. Hounds. Head. No. of Plates in round. Angles. Riveting.										Material. Total Length. At Partners. Heel. Hounds. Head. No. of Plates in round. Angles. Riveting.									
LOWER MASTS. Fore Main Mizzen. Steel. Not measured 32 x 50. 2. Double. Lube.										LOWER MASTS. Fore Main Mizzen. Steel. Not measured 32 x 50. 2. Double. Lube.									
Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Steel wire 4 x 4 wire. Stays 1 x 5 1/2 and 1 x 3 wire. Sails. Suit of Sails, and the following spare sails.										Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Steel wire 4 x 4 wire. Stays 1 x 5 1/2 and 1 x 3 wire. Sails. Suit of Sails, and the following spare sails.									
EQUIPMENT No. LETTER d. ANCHORS.										EQUIPMENT No. LETTER d. ANCHORS.									
Number of Certificate. Anchors. Weight, Ex. Stock. Weight of Stock. Test, per Certificate. Weight Reg. by Table 31. Description of Anchor. Makers. Where and when tested and Superintendent.										Number of Certificate. Anchors. Weight, Ex. Stock. Weight of Stock. Test, per Certificate. Weight Reg. by Table 31. Description of Anchor. Makers. Where and when tested and Superintendent.									
1st Bower. 19 2 14. Stockless. 58 10 0 0. 81 1 1/2. L.P.H.N.										1st Bower. 19 2 14. Stockless. 58 10 0 0. 81 1 1/2. L.P.H.N.									
2nd. 62 3 21. 15 3 25. 50 0 0 0. 81 1 1/2. L.P.H.N.										2nd. 62 3 21. 15 3 25. 50 0 0 0. 81 1 1/2. L.P.H.N.									
3rd. 63 2 10. 16 0 25. 50 4 2 0. 69 2 1/2. L.P.H.N.										3rd. 63 2 10. 16 0 25. 50 4 2 0. 69 2 1/2. L.P.H.N.									
Collective weight. 232. L.P.H.N.										Collective weight. 232. L.P.H.N.									
Stream. 9 1 18 x 2 2 10. 11 11 1 0. L.P.H.N.										Stream. 9 1 18 x 2 2 10. 11 11 1 0. L.P.H.N.									
Kedge. 9 1 18 x 2 2 10. 11 11 1 0. L.P.H.N.										Kedge. 9 1 18 x 2 2 10. 11 11 1 0. L.P.H.N.									
CHAIN CABLES.										CHAIN CABLES.									
Number of Certificate. Length and Size supplied. Test per Certificate. Weight of Chain Cable. Fathoms and Size per Table 31. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Length and Size supplied. Breaking Test of Steel Wire. Fathoms and Size per Table 31.										Number of Certificate. Length and Size supplied. Test per Certificate. Weight of Chain Cable. Fathoms and Size per Table 31. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Length and Size supplied. Breaking Test of Steel Wire. Fathoms and Size per Table 31.									
300 2 1/2. Cable found complete marked by G.B. mark. Certificate has been registered for in order to be used for your consideration.										300 2 1/2. Cable found complete marked by G.B. mark. Certificate has been registered for in order to be used for your consideration.									
Iron Stream Chain or Steel Wire.										Iron Stream Chain or Steel Wire.									
Boats. Steam Steering Gear. Hand Steering Gear. Pumps, Number. One Centon pump. Diameter of Barrel. 5. State whether they are in efficient working order. Windlass is. Veon Steam Patent. Capstan. Two Special Miners aft. Engine Room Skylights. How constructed? Steel and angle. What arrangements for deadlights in bad weather? Steel lids. Coal Bunker Openings. How constructed? Steel and angle. How are lids secured? Castings. Height above deck? 30. Number of Scuppers, and number and dimensions of Freeing Ports, &c. 9. Ceiling in Holds, thickness and material. No Ceiling B.M. Cargo Hatchways. How formed? Steel and angle. Cargo Battsens, thickness and material. Pine 2. Hatches, If strong and efficient? 3. State size No. 1 Hatch (Forward) 20'8" x 20'0". No. 2 Hatch 33'11 3/4" x 20'0". No. 3 Hatch 24'3 1/4" x 20'0". No. 4 Hatch 12'5" x 16'9". Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. No. 5 B.M. 26'8" x 20'0". No. 6 B.M. 26'8" x 20'0". No. 7 B.M. 26'8" x 20'0". No. 8 B.M. 26'8" x 20'0". No. 9 B.M. 26'8" x 20'0". No. 10 B.M. 26'8" x 20'0". No. 11 B.M. 26'8" x 20'0". No. 12 B.M. 26'8" x 20'0". No. 13 B.M. 26'8" x 20'0". No. 14 B.M. 26'8" x 20'0". No. 15 B.M. 26'8" x 20'0". No. 16 B.M. 26'8" x 20'0". No. 17 B.M. 26'8" x 20'0". No. 18 B.M. 26'8" x 20'0". No. 19 B.M. 26'8" x 20'0". No. 20 B.M. 26'8" x 20'0". No. 21 B.M. 26'8" x 20'0". No. 22 B.M. 26'8" x 20'0". No. 23 B.M. 26'8" x 20'0". No. 24 B.M. 26'8" x 20'0". No. 25 B.M. 26'8" x 20'0". No. 26 B.M. 26'8" x 20'0". No. 27 B.M. 26'8" x 20'0". No. 28 B.M. 26'8" x 20'0". No. 29 B.M. 26'8" x 20'0". No. 30 B.M. 26'8" x 20'0". No. 31 B.M. 26'8" x 20'0". No. 32 B.M. 26'8" x 20'0". No. 33 B.M. 26'8" x 20'0". No. 34 B.M. 26'8" x 20'0". No. 35 B.M. 26'8" x 20'0". No. 36 B.M. 26'8" x 20'0". No. 37 B.M. 26'8" x 20'0". No. 38 B.M. 26'8" x 20'0". No. 39 B.M. 26'8" x 20'0". No. 40 B.M. 26'8" x 20'0". No. 41 B.M. 26'8" x 20'0". No. 42 B.M. 26'8" x 20'0". No. 43 B.M. 26'8" x 20'0". No. 44 B.M. 26'8" x 20'0". 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The hold abt. engine room has been fitted to carry refrigerated cargoes, and is completely insulated.

No special survey has been held on the insulation of this hold although pipes were found properly protected and all parts new.

With regard to the restricted draught of 26' 3" (extreme) I have seen the Owners but they stated that the vessel had as regards her measurement of tonnage already turned out to load less than they require so that they even expected a deeper loading.

This report has been obtained; but as no decision has yet been arrived at same has now been completed and I shall let you know the Owners' reply. I shall be glad to hear from you in the mean time what could be done in case the Owners are not agreeable to class the vessel on the restricted draught.

You will note from the <sup>freight</sup> report that the Shelter deck has been completely closed.

P. J. Leuvenburg

Plans forwarded = Midships Section  
Profile and Decks.  
Plan of girders and Pillars.

H. J. Jones



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Foundation