

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 2412a

Port of *Amsterdam* Date of completion of Report *5th August* Received at London Office *11 AUG 1903*
Survey held at *Amsterdam* Date, First Survey *6th of July 1902* Last Survey *15 July 1903*
On the *Steel screw steamer Sijpanas* Rig *two pole masts.*

TONNAGE under
Tonnage Deck *3485.11*
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk. *3485.11*
Do. of Poop *101.40*
Do. of Bridge House *184.50*
Do. of Forecastle *65.12*
Do. of Houses on Deck
cess of Hatchways
Crown of
Room *7.85*
Tonnage *3847.09*
Do. of Space
Crown of
Room *141.24*
FOR FEES... *3405.85*
ine Room
igation Spaces *1251.07*
r Tonnage
in Beam... *1444.48*

SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.

CLASS *100 A1* Contemplated
Spardeck. FEET.

Half Breadth (moulded) *22.10 1/2*
Depth from upper part of keel to top of Main Deck Beams *12.8*
Girth of Half Midship Frame (as per Rule) *41.9*
1st Number *84.5*
Length *344.167*
2nd Number *30308*
Proportions—Breadths to Length *4.56*
Depths to Length—Main Deck to top of Keel *15.998*
Destined Voyage *Java China Japan*

Master *C. Gwart*

Year of Appointment *1903*
(1) As Master in service of
owner of present vessel:—18. *1903*
(2) As Master of this
vessel:—18. *1903*

Built at *Amsterdam*

When built *1903* Launched *3rd of June*

By whom built *Ned Scheepsbouw Maats*

Owners *Java, China, Japan Lijn*

Managers *Java China Japan Lijn*

(Where necessary to be entered in Reg. Book.)
Residence *Amsterdam*

Port belonging to *Batavia*

on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar or Awn. Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid
Rule *344 2* Moulded *45 11* Do. do. Main Deck Beams *20 11 1/2* Engines *Two*
ons of Ship per Register, Length *349* breadth *46.01* depth *12.024* Spar or Awn. Dk. Moulded depth, ft. *2.1* ins. *4* To Main Dk. Round up of
Main Deck. Beam, Main Dk. *11 1/2* ins.

FRAMING.	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule.	16ths or 20ths in Ship.	Inches per Rule.
E. Angles, or Bars, for 3 length amidships	<i>8 1/2</i>	<i>5 1/2</i>	<i>11-10</i>	<i>8 1/2</i>	<i>5 1/2</i>	<i>11-10</i>
or 3 at each end	<i>6 1/2</i>	<i>3 1/2</i>	<i>11-10</i>	<i>6 1/2</i>	<i>3 1/2</i>	<i>11-10</i>
n way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8-7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8-7</i>
" " at intermdt. Bkts.	<i>2 1/2</i>	<i>2 1/2</i>	<i>8-7</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>8-7</i>
e of Frames from moulding edge to ling edge, all fore and aft	<i>2 1/2</i>	<i>2 1/2</i>	<i>8-7</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>8-7</i>
ISED FRAME, Angles	<i>5 1/2</i>	<i>3 1/2</i>	<i>8-7</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>8-7</i>
FRAMING, depth of girder	<i>4 1/2</i>	<i>4 1/2</i>	<i>8-7</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>8-7</i>
IS, depth and thickness of Floor Plate at mid-line for 3 length amidships	<i>4 1/2</i>	<i>4 1/2</i>	<i>8-7</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>8-7</i>
in way of Engines and Boilers	<i>9</i>	<i>9</i>	<i>8-7</i>	<i>9</i>	<i>9</i>	<i>8-7</i>
thickness at the ends of vessel	<i>8 1/2</i>	<i>8 1/2</i>	<i>8-7</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8-7</i>
depth at 3 the half-bdth. as per Rule	<i>3 1/2</i>	<i>3 1/2</i>	<i>8-7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8-7</i>
height extended at the Bilges	<i>6 1/2</i>	<i>6 1/2</i>	<i>8-7</i>	<i>6 1/2</i>	<i>6 1/2</i>	<i>8-7</i>
IS & BRACKETS, in Cell Dble Bottoms	<i>2 1/2</i>	<i>2 1/2</i>	<i>8-7</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>8-7</i>
Distance apart	<i>2 1/2</i>	<i>2 1/2</i>	<i>8-7</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>8-7</i>
IE GIRDER, in Double bottom, depth and thickness	<i>4 1/2</i>	<i>4 1/2</i>	<i>8-7</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>8-7</i>
" Angles, Top	<i>4 x 4 x 9-8</i>	<i>4</i>	<i>9-8</i>	<i>4 x 4 x 9-8</i>	<i>4</i>	<i>9-8</i>
" Bottom	<i>6 1/2 x 4 x 9-8</i>	<i>6 1/2</i>	<i>4</i>	<i>6 1/2 x 4 x 9-8</i>	<i>6 1/2</i>	<i>4</i>
GIRDERS, number and thickness	<i>two in length than 1 in width</i>	<i>two in length than 1 in width</i>	<i>1 in width</i>	<i>two in length than 1 in width</i>	<i>two in length than 1 in width</i>	<i>1 in width</i>
Angles	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2 x 3 1/2 x 8</i>	<i>3 1/2</i>	<i>8</i>
IN PLATE, depth (exclusive of flange) and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>8-7</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8-7</i>
Angles	<i>4 x 4 x 9-4</i>	<i>4</i>	<i>9</i>	<i>4 x 4 x 9-4</i>	<i>4</i>	<i>9</i>
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>5 1/2</i>	<i>10-9</i>	<i>5 1/2</i>	<i>5 1/2</i>	<i>10-9</i>	<i>5 1/2</i>
" thickness in Engine and Boiler space	<i>10-11</i>	<i>10-11</i>	<i>10-11</i>	<i>10-11</i>	<i>10-11</i>	<i>10-11</i>
Remainder in Holds	<i>4</i>	<i>4</i>	<i>9</i>	<i>4</i>	<i>4</i>	<i>9</i>
s, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>9 x 5 1/4</i>	<i>10-9</i>	<i>5 1/4</i>	<i>9 x 5 1/4</i>	<i>10-9</i>	<i>5 1/4</i>
Angles on upper edge	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
verage space	<i>6 1/2 x 5 x 9</i>	<i>6 1/2</i>	<i>5 x 9</i>	<i>6 1/2 x 5 x 9</i>	<i>6 1/2</i>	<i>5 x 9</i>
s, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>10 x 6 x 11-10</i>	<i>10</i>	<i>6</i>	<i>10 x 6 x 11-10</i>	<i>10</i>	<i>6</i>
Angles on upper edge	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
verage space	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
s, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8 1/2 x 5 1/4</i>	<i>9</i>	<i>8 1/2</i>	<i>8 1/2 x 5 1/4</i>	<i>9</i>	<i>8 1/2</i>
Angles on upper edge	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
verage space	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
s, Hold, or Orlop, Plate or Tee Bulb	<i>7 x 5 x 9</i>	<i>7</i>	<i>5</i>	<i>7 x 5 x 9</i>	<i>7</i>	<i>5</i>
Angles on upper edge	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
verage space	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
s, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8 1/2 x 5 1/4</i>	<i>9</i>	<i>8 1/2</i>	<i>8 1/2 x 5 1/4</i>	<i>9</i>	<i>8 1/2</i>
Angles on upper edge	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
Average space	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
s, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8 1/2 x 5 1/4</i>	<i>9</i>	<i>8 1/2</i>	<i>8 1/2 x 5 1/4</i>	<i>9</i>	<i>8 1/2</i>
Angles on upper edge	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
Average space	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
s, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>8 1/2 x 5 1/4</i>	<i>9</i>	<i>8 1/2</i>	<i>8 1/2 x 5 1/4</i>	<i>9</i>	<i>8 1/2</i>
Angles on upper edge	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
verage space	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>	<i>48</i>
RS, In 'tween Deck, size and spacing	<i>6 1/2 x 5 1/4 x 9</i>	<i>6 1/2</i>	<i>5 1/4 x 9</i>	<i>6 1/2 x 5 1/4 x 9</i>	<i>6 1/2</i>	<i>5 1/4 x 9</i>
" Hold	<i>7 x 5 1/4 x 10</i>	<i>7</i>	<i>5 1/4 x 10</i>	<i>7 x 5 1/4 x 10</i>	<i>7</i>	<i>5 1/4 x 10</i>
" Quarter, 'tween Dks, in Hold	<i>7 x 5 1/4 x 10</i>	<i>7</i>	<i>5 1/4 x 10</i>	<i>7 x 5 1/4 x 10</i>	<i>7</i>	<i>5 1/4 x 10</i>
WEB-FRAMES, In Fore Body, No. and spacing	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>
" No. of Side Stringers	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>
WEB FRAMES, In E. & B. Space, No. & spacing	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>
" No. of Side Stringers	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>
WEB FRAMES, In After Body, No. and spacing	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>
" No. of Side Stringers	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>	<i>two</i>
" Size of Angles or Tee Bars to Web Frames	<i>4 x 3 1/2 x 8</i>	<i>4</i>	<i>3 1/2 x 8</i>	<i>4 x 3 1/2 x 8</i>	<i>4</i>	<i>3 1/2 x 8</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>4</i>	<i>4</i>	<i>5 1/2</i>	<i>4</i>	<i>4</i>	<i>5 1/2</i>

FORGINGS AND CASTINGS.

KEEL, Bar or Side Plates, depth and thickness
STEM, moulding and thickness *11 x 2 3/4*
STERN-POST for Rudder do. do. *11 1/4 x 6 3/4*
" for Propeller *11 1/4 x 7 1/4*
MAIN PIECE of Rudder, diameter at head *4 1/2 x 9*
do. at heel *4 1/2 x 6 1/2*

RUDDER, how constructed *Single plate*
Can the Rudder be unshipped afloat? *Yes.*

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate
" Rider Plate
" Bulb Plate to Intercoastal Keelson
" Horizontal Plates on Floors
" Angles
SIDE KEELSON, Angles
" Bulb or Plate above floors, for lng.
" Intercoastal Plate, for length
" Attached to outside plating with Angle
BILGE KEELSON, Angles
" Bulb or Plate above floors, for lng.
" Intercoastal Plate, for length
" Attached to outside plating with Angle
BILGE STRINGER Angles
" Bulb Plate, for length
" Intercoastal Plate, for length
" Attached to outside plating with Angle
SIDE STRINGER Angles *19 x 10-9*
" Bulb or Intercoastal Plate, for lng. *10 1/2 x 3 1/2 x 15*
" Attached to outside plating with Angle

Spar, or Awning Deck Stringer Plates, breadth and thickness *54 to 41 10-2*
" Angle on ditto *4 x 4*
" Tie Plates, fore and aft, outside Hatchways *4 x 4*
" Diagonal Tie Plates, No. of prs. *9*
Deck, * Iron or Steel, for whole lng. *4 x 4*
Wood Deck, Material & thickness *teak 2 1/2*
Main Deck Stringer Plate, breadth & thickness *60 to 46 10-8*
" Angles on ditto, No. *60 to 46 10-8*
" Tie Plates, outside Hatchways *4 x 4*
" Diagonal Tie Plates, No. of prs. *8*
Deck, * Iron or Steel, for whole lng. *4 x 4*
Wood Deck, Material & thickness *teak 2 1/2*
Lower Deck Stringer Plates, br'dth & thckn's *49 1/2 to 39 9-8*
" Angles on ditto, No. *49 1/2 to 39 9-8*
" Tie Plates, outside Hatchways *4 x 4*
Deck, * Material and thickness *34*
Hold, or Orlop Stringer Plate, br'dth & thckn's *34*
" Angles on ditto, No. *34*
" Tie Plates, outside Hatchways *4 x 4*
Deck, Material and thickness *34*
Poop Deck Stringer Plate, breadth & thickness *30*
" Angles on ditto *3 1/2 x 5 1/2*
" Tie Plates *6*
Deck, Material and thickness *12*
Bridge Deck Stringer Plate, br'dth & thickness *2 1/2*
" Angle on ditto *40*
" Tie Plates *3 1/2 x 5 1/2*
Deck, Material and thickness *26*
Forecastle Deck Stringer Plate, br'dth & th'kns *30*
" Angle on ditto *3 1/2 x 5 1/2*
" Tie Plates *6*
Deck, Material and thickness *2 1/2*

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

BULKHEADS.

W. T. BULKHEADS PARTITION LONGITUDINAL, Number, In Vessel, Per Rule, Thickness, 16ths or 20ths, Horizontal, Vertical, Spacing, Single or Double Frames, Height up.

Are the outside Plates doubled two spaces of Frames in length? *Yes, diamond shape.*

PLATING.										RIVETING.											
STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		EDGES.			BUTTS.									
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.		
	Inches.	16ths or 32ds.	16ths or 32ds.	16ths or 32ds.	Inches.	16ths or 32ds.	Inches.	16ths or 32ds.		Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.		
FLAT PLATE KEEL	36	19	15	19	36	19	double	6	1	4 1/2	treble	1	2 1/2	19	23	whole	10 1/2	whole			
(If Bar Keel, state Riveting)																					
GARBOARD OR A Strake ..	53	15	15 1/2	15	15	15	"	6	5 1/4	1 1/2	4	"	1	3 1/2							
State actual thickness in way of Double Bottom.	B	11	11	9	11	11	"	5 1/4	4 1/2	3/8	3/4	4	2 1/2	quad stroke	7/8	2 1/2	3 1/2	2 1/2	12	3/4	1 1/2
C	11	11	11	11	11	11	"	5 1/4	4 1/2	3/8	3/4	4	2 1/2	"	7/8	2 1/2	3 1/2	2 1/2	12	3/4	1 1/2
D	11	9	9	9	11	11	"	5 1/4	4 1/2	3/8	3/4	4	2 1/2	"	7/8	2 1/2	3 1/2	2 1/2	12	3/4	1 1/2
E	12	9	9	9	12	12	"	5 1/4	4 1/2	3/8	3/4	4	2 1/2	"	7/8	2 1/2	3 1/2	2 1/2	12	3/4	1 1/2
F	12	9	9	9	12	12	"	5 1/4	4 1/2	3/8	3/4	4	2 1/2	"	7/8	2 1/2	3 1/2	2 1/2	12	3/4	1 1/2
G	12	9	9	9	12	12	"	5 1/4	4 1/2	3/8	3/4	4	2 1/2	"	7/8	2 1/2	3 1/2	2 1/2	12	3/4	1 1/2
H	12	9	9	9	12	12	"	5 1/4	4 1/2	3/8	3/4	4	2 1/2	"	7/8	2 1/2	3 1/2	2 1/2	12	3/4	1 1/2
J	46	12	9	9	44	12	"	5 1/4	4 1/2	3/8	3/4	4	2 1/2	treble	7/8	2 1/2	3 1/2	2 1/2	9	3/4	whole
K	14 1/2	9	9	9	14	14	"	6	5 1/4	1 1/2	4	quad stroke	1 1/2	3 1/2	2 1/2	2 1/2	2 1/2	14	12	3/4	whole
L	44	15	10	10	45	15	"	5	5 1/4	7/8	3 1/2	4	"	1 1/2	3 1/2	3 1/2	2 1/2	14	12	3/4	whole
M																					
N																					
O																					
P																					
Q																					
DOUBLING OF Flat Plate Keel																					
Length and thickness of Bilges																					
of Sheerstrakes.																					
of Strake below																					
POOP SIDES	8	8-4							single	2 1/2	3/4	5/8	double	3/4	2 7/8		5	whole			
BRIDGE SIDES		8-4							double	4 1/2	1/4	5/8	"	1/4	2 7/8		5	"			
FORECASTLE SIDES		8-8							single	2 1/2	3/4	5/8	"	1/4	2 7/8		5	"			

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. *Siemens Martin's process.*

Deutscher Kaiser, Woerden Bergwerks und Huetten-Werke, Gutehoffnungshuette Oberhausen, Cornett Iron Works, Hoboken, Werke, Akt. Ges., Pilsen, North. Steel Co. tested..... Yes

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *half*

Inner Bottom Plating, riveting of Edges *1st double 1/2 L Butts Laps double*

Centre Girder Butts, riveted *Keelson Butts, treble riveted.*

Frames, riveted through Plates with *7/8* in. Rivets, about *6"* apart.

Rivets, state whether Iron or Steel *Iron* *5 1/2 in Fore peak*

FRAMES extend in one length from *margin plate* to *spandrel poop, bridge and Forecastle stringer plate.*

REVERSED FRAMES on floors and frames extend from *1*

MASTS, SPARS, &c.										
	Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.		Head.	Number.	Size.	Seams.
LOWER MASTS...	Fore	<i>Steel</i> 115'-2"	24"	18"	18"	4.	<i>two</i>		<i>double</i>	<i>treble</i>
	Main	<i>Steel</i> 105'-10 1/2"	24"	21"	18"	4	<i>two</i>		<i>double</i>	<i>treble</i>
	Mizen									
Bowsprit.....										
Topmasts, Yards and Remainder of Spars <i>None</i>										
Rigging, Material and Size, Shrouds <i>four of 4"</i>										
Sails. <i>Triangular</i> Suit of <i>four</i> Stays <i>4 1/4" steel</i>										
Sails, and the following spare sails <i>two stay sails</i>										

EQUIPMENT No. 38069 LETTER W										ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
16	1st Bower	40	0	14	10	1	9	55	16	3	14	40	0	0	0	<i>Tested 2.5.03</i>			
17	2nd "	41	1	14	10	1	6	56	11	2	17	40	0	0	0				
18	3rd "	34	1	14	0	2	10	51	10	0	14	34	0	0	0	<i>Tested 4.11.03</i>			
	Collective weight	115	2	14				112	0	0									
19	Stream	12	0	14	3	0	4	15	19	2	21	12	0	0	0	<i>Tested 4.11.03</i>			
20	Kedge	6	1	14	1	2	17	8	12	2	0	6	0	0	0				
	2nd Kedge																		

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	WEIGHT OF CHAIN CABLE		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.		Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.
				Supplied.	Per Rule.														
5	240	2 1/16	46.10.00	591.5.5	591.5.5	240	2 1/16	Steel	Tested 4.11.03	TOWLINE	120	4 1/2	59 tons	120	4 1/2				
										HAWSER	3 each	120	3	18	180	3			
										WARP	3 each	120	7 manilla	180	7				

Boats *Eight steel scupper boats 26'0" x 8'0" x 5'0". One teak 25'0" x 6'0" x 2'6". One dingy 14'0" x 4'8" x 2'0".*

Pumps, Number *One Downston patent hand pump* Diameter of Barrel and Tail Pipe *6" x 3"*

Windlass is *Clark Chapman & Co. Rev* Capstan *Emerson Walker & Thompson Rev Rev*

Engine Room Skylights.—How constructed? *Steel Coaming with steel skylight and dila flaps on bridge deck.*

What arrangements for deadlights in bad weather? *bull. eyes.*

Coal Bunker Openings.—How constructed? *Cast iron* How are lids secured? *Screwed down* Height above deck? *flush.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *16 Scuppers and 10 freeing ports 2'6" x 1'6"*

Ceiling in Holds, thickness and material *2 1/2 pitch pine in turn of bilge* Ceiling 'tween Decks, thickness and material *None. Sparring & bottom*

Cargo Hatchways.—How formed? *Steel Coamings 24 above teak deck* Hatches, If strong and efficient?

State size No. 1 Hatch (Forward) *18'0" x 16'0"* No. 2 Hatch *18'0" x 16'0"* No. 3 Hatch *26'0" x 16'0"* No. 4 Hatch *18'0" x 16'0"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *One shifting web plate in each hatch, in No. 2 also a division*

Bulwarks, height above deck and description *5'6". Strips 1/2 x 5/8 distance 16"* Main Rail, material and size *6'6" x 5'6" x 7/8"*

The above is a correct description *NEDERLANDSCHE SCHEEPSBOUW-MATSCHAPPIJ* Surveyor's Signature *W. H. H. H.*

Builder's Signature (here only) *W. H. H. H.* Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *4 July 02, 8 July 02, 7 Aug 02, 14 Aug 02, 14 Aug 02, 19 Aug 02, 25 Aug 02, 25 Sep 02, 5 Nov 02, 15 Nov 02, 27 Jan 03, 11 June 03, 29 June 03, 29 June 03.*

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 faying surfaces? *Yes* Do any rivets break into or through the seams or butts of plating? *None*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

General Remarks (State quality of workmanship, &c.) *This vessel has been built according to the approved plans which are now in London Office and in accordance with the Society's Rules. Material has been tested as required by rules and the workmanship throughout is good. The double bottom and peak tanks tested under hydraulic pressure were found perfectly tight, decks, outer waterways and bulkheads tightman account. By hose found satisfactory. Windlass, steering gear & engines in good working condition. Hand pump tested on the different sections in holds etc., also in good working condition. On deviation of the approved plan as regards the equipment, Comm. towers have been supplied in lieu of stockless anchors.*

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *52* ft., R.Q.D. or Break *ft.*, Bridge Dk. *20* ft., F'castle *51* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *—*

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) *Two decks steel. One covered with teak for whole length.*

Official No. *—*; Signal Letters *—*

How are the surfaces preserved from oxidation? Inside *Paint, oil and Cement* Outside *Anti Corrosion & Fainting Composition*

PARTICULARS OF WATER BALLAST.									
Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.	Where fitted.
Double bottom, aft,	109	283	Fore peak tank,	28	100				
Double bottom, forward,	142	411	After peak tank,	13	58				
Double bottom, under Engines and Boilers,			Midship deep tank,						
Double bottom, if under Engines only,	19	62	Other tanks, if fitted,						
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)						

State whether the above have been tested as required by the Rules. *Tested & found satisfactory*

Order for Special Survey No. *—* Date *—*

Order for Ordinary Survey No. *—* Date *—*

No. *51* in builder's yard

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

Total No. of Visits *54.*

The amount of Entry Fee *£ 5 : 0 : 0*

Special Survey Fee *£ 114 : 13 : —*

Travelling Expenses, if any *£ 1 : 14 : —*

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

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

Committee's Minute *FRI. 21 AUG 1903*

Character assigned *100A1 Steel*

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

Certificate Issued.

W697-02372