

Rpt. 1

## STEEL STEAMER OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report 2<sup>ND</sup> AUGUST 1947

Port of ANTWERP

Survey held at ANTWERP

Date First Survey 3<sup>RD</sup> MARCH 1948(Last Survey) 2<sup>ND</sup> JULY 1948

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

SINGLE SCREW "JACQUES-MARIE" (EX "HARALD")

State Type (Full Steaming, Compound Superstructure with or without Tonnage Openings)

State Type of Elections, add Dr. B &amp; F.

TONNAGE under Tonnage Deck 833.68

CLASS 100 A1

State if with freeboard as condition of Class NO

Built at HAMBURG

of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded)

B 10<sup>3</sup> 363

Builders

SCHIFFSWERKE AG

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 8<sup>0</sup> 050 950

Owners

REEDER A. VLOEBERCHS

1st Longitudinal Number (L x D)

320.54

2nd Numeral L x (B + D)

999.53

Framing Depth "d" at middle of length. See Sec. 3 (1d)

4<sup>7</sup> 050

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.4

Do. Long Bridge to top of keel

Draught Moulded

4<sup>7</sup> 580

If surveyed while building, afloat, or in dry dock

AFLOAT &amp; IN DRY DOCK

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	M/M. SHIP.	Any Departure from Approved Plans to be Noted.	M/M. SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	570	✓	Bracket Floors, Frame	ANGLE 120 80 12 ✓
" " from 1/2 length amidships to Collision bulkhead	570	✓	" " Reversed Frame	" 120 80 12 ✓
" " in peaks	570	✓	" " Vertical Struts (SIDE GIRDERS WITH 70x70x7 <sup>5</sup> ANGLES)	✓
SIDE FRAMING			Centre Girder, depth and thickness amidships	840 x 9 <sup>5</sup> ✓
Frame Amidships, HAMBURG CHANNEL 140 60 9 <sup>5</sup>	✓		" " top Angles	7 <sup>5</sup> x 7 <sup>5</sup> x 9 ✓
" " Extends up to	UPPER DK	✓	" " bottom Angles	90 90 10 ✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	TWO 7 <sup>5</sup> - 9 <sup>5</sup> IN B.S. ✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	700 x 8 <sup>5</sup> ✓
Depth of Framing Girder	90 x 8 1400 x 8	✓	" " Vertical Angle to Tank side	70 70 7 <sup>5</sup> ✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	✓		" " Bracket abaft 1/2 len. from stem	70 70 7 <sup>5</sup> ✓
Second 'tween Decks, Angle, E or F	✓		" " Vertical Angle to Tank side	70 70 7 <sup>5</sup> ✓
Third	✓		" " Bracket from forward 1/2 len. from stem to Panting Area	70 70 7 <sup>5</sup> ✓
" " from 1/2 len. for'd. to 15% len. from Stem	100 65 8 FF 140 ✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	EVERY 5 <sup>TH</sup> FRAME - 7 <sup>5</sup> ✓
" " in Peaks, Angle	110 75 9 FF 140 ✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	" " " 7 <sup>5</sup> ✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22" x 19" - 7 DIAS APART	✓	Tank Side Brackets, height above base line and thickness	1250" - 8 <sup>5</sup> ✓
State if Frame Joggled	8.8 W/O	✓	INNER BOTTOM PLATING	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and approved?	YES	✓	Breadth and thickness of Middle Line Strake	840 x 9 <sup>5</sup> - 15" IN B.S. ✓
Are the scantlings and arrangements in the Bottom Forward in accordance with the Rules and approved?	YES	✓	Thickness of remainder in Holds	8" IN. ✓
SINGLE BOTTOM			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E & B space and framing in Bunkers and Boiler Room?	YES ✓
Floors, Depth and thickness at mid-line in Holds	140 60 9 <sup>5</sup> ✓		BEAMS	
Height of Brackets at side above base line at toe of frame	140 60 9 <sup>5</sup> ✓		Uppermost Continuous Deck, amidships in Wells	140 60 9 <sup>5</sup> ✓
Middle Line Keelson, on Floors, Angles	140 60 9 <sup>5</sup> ✓		" " in way of Bridge	140 60 9 <sup>5</sup> ✓
" " Through Plate or Inter-costal Plate	140 60 9 <sup>5</sup> ✓		Spacing	570 ✓
" " Foundation Plate on Floors	140 60 9 <sup>5</sup> ✓		Second Deck, amidships, Angle, E or F	140 60 9 <sup>5</sup> ✓
" " Flat Plate Keel Angles	140 60 9 <sup>5</sup> ✓		Spacing	570 ✓
Side Keelsons, No. each side	140 60 9 <sup>5</sup> ✓		Third Deck, amidships, Angle, E or F	140 60 9 <sup>5</sup> ✓
" " thickness of Inter-costal Plate	140 60 9 <sup>5</sup> ✓		Spacing	570 ✓
" " Angles	140 60 9 <sup>5</sup> ✓		Fourth Deck, amidships, Angle, E or F	140 60 9 <sup>5</sup> ✓
DOUBLE BOTTOM			Spacing	570 ✓
Solid Floors, thickness and spacing	4 <sup>5</sup> - 570 ✓		Forecastle Deck, Angle, E or F	140 60 9 <sup>5</sup> ✓
" " Are Frame and Reversed Frame joggled?	REV. FRAME ONLY	✓	Spacing	570 ✓
Bracket Floors, breadth and thickness at middle line	400 x 7 <sup>5</sup> ✓		Forecastle Deck, Angle, E or F	140 60 9 <sup>5</sup> ✓
" " breadth and thickness at margin plate	400 x 7 <sup>5</sup> ✓		Spacing	570 ✓

(MADE IN ENGLAND.)

002418-002426-0121 1/2



PILLARS AND DECKS.			
m/m		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows	ONE		
" in 'tween Decks, Size and Spacing			
" in Holds	140 x 80 x 10 ON 2 BHD AT HATCH ENDS.		
Centre Line Bulkhead, Stiffeners and Spacing	B.A.S. 130 65 8 EVERY ALT. FR. SPACE		
Plating, thickness of	750 x 16 1/4		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	900 x 16 1/4		
" " " in way of Bridge	100 100 11		
" Angle in Wells	ANG. 90 90 10		
Thickness of Plating abreast Deck openings in way of Wells	10.		
Thickness of Plating abreast Deck openings in way of Bridge	10		
Thickness of Plating within line of openings	10		
If Sheathed, material and thickness	NOT SHEATHED.		
Second Deck.			
Stringer Plate, breadth and thickness in Wells			

SHELL PLATING.			
SCANTLINGS.			
AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	
M/M			
STRAKES.			
AMIDSHIP.		AFT.	
Breadth.	Thickness.	Breadth.	Thickness.
Flat Plate Keel	980 17 125 125		
" " " " " "			
Bottom Plating, No. of Strakes	11 9 9		
Bilge Plating, No. of Strakes	11 9 9		
Side Plating, No. of Strakes	12 10 10		
Upper Deck, Sheer-strake in Wells	920 15 9 9		
Upper Deck, Sheer-strake in Bridge	11 11		
Strake below Sheer-strake in Wells	12 10 10		
Strake below Sheer-strake in Bridge	11		
Poop Side Plating	16 AT BREAK OF BRIDGE		
Bridge Side Plating	11		
Forecastle Side Plating	75		

SEE ALSO DRILLING SHEET ATTACHED TO REPORT 8.

WATERTIGHT BULKHEADS.			
Total No. of W.T. BULKHEADS in Vessel	4		
Extending to Upper Deck (Sec. 3 c)	4		
" Deck next below			
As per Rule	4		

STIFFENERS.			
VERTICAL.		HORIZONTAL.	
Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks			
" " Second			
" " Third			
" " Holds	75 6, 140 x 60 x 10 420		
COLLISION	85 6, 100 x 60 x 10 450 x 10 PL		
AFTER PEAK	85 6, 100 x 60 x 10 600 x 10 PL		

FORGINGS AND CASTINGS.			
Casting or Forging.		Maker's Name.	
M/M			
KEEL, Bar	FLAT PLATE		
STEM	FORGING 175 x 54	NOT	
STERN FRAME	Propeller Post 180 x 120	KNOWN	
"	Rudder 180 x 120		
Speed of Vessel	10 KNOTS.		
RUDDER—Type	ORDINARY SINGLE PLATE.		
" A x D.	AS APPROVED		
" Diam. of head	FORGING 150		
" Mainpiece at top pintle	150		
" " heel	110		
" how constructed	5 ARMS RIVETED TO SINGLE PLATE		
" double or single plate	SINGLE PLATE		
" coupling, vertical or horizontal	HORIZONTAL		
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	NOT KNOWN.		

STEEL.	
Has the Steel been tested as required by the Rules?	

NOTE: THESE ANCHORS ARE NOT NEW BUT HAVE BEEN PREVIOUSLY USED.

EQUIPMENT No. 20440000 LETTER N.V.				ANCHORS.	
Number of Certificate.	581	1st Bower	1858 KILOS	33950 KILOS	UNION TYPE NOT KNOWN.
"	580	2nd "	1855 KILOS	33950 KILOS	STOCKLESS. KNOWN.
"	28659	3rd "	21 1 14	21 18 0 14	BYERS IMP. TYPE BYERS.
Collective weight	94 2				
Stream	582		430 KILOS	110 KILOS	10740 KILOS.
THIS CHAIN IS NOT NEW BUT HAS BEEN PREVIOUSLY USED.					
CHAIN CABLES.				HAWSERS AND WARPS.	
Number of Certificate.	579	163 1/2	34	952 KILOS	210 1/2
Length and size supplied.	60	1 1/2	34	51 57-3-9	210 1/2
Test per Certificate.					
Weight, Ex. Stock.					
Weight of Cable.					
Length and size per Table 53.					
Description.					
Makers of Cables.					
Where and when tested, and Superintendent.					
Material.					
Length and size supplied.					
Breaking Test of Steel Wire.					
Length and size per Table 53.					
Length.					
Cir.					
Tons.					
Fathoms.					
Ins.					
Steel Wire					

Steering Gear, Type (Power or hand) STEAM ✓ Alternative Means of Steering HAND WHEEL ✓

Steering Chains (Size and Test) 21 1/2" φ - 8020 KILOS. ✓ Windlass STEAM ✓ Boats TWO. ✓

Ceiling in Holds, thickness and material 2 1/2" W.P. ✓ Cargo Battens, thickness, material and spacing 2" W.P. - 9" ✓

Cargo Hatchways, (Upper Deck) - TWO. (No. 1 & 2) R.P. OR ONE. (No. 3) Thickness of Hatches 75" M.

Size of Hatchways No. 1 (Fwd.) 5' 130 x 4.876 No. 2, 980 x 4.876 No. 3, 980 x 4.876 No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams ONE SHIFTING BEAM TWO SHIFTING BEAMS TWO SHIFTING BEAMS and/or Fore and Afters TWO FORE & AFTERS TWO FORE & AFTERS TWO FORE & AFTERS.

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. NO

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. NO. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required) to be inserted in the Notation.

This vessel has been surveyed in dry dock and afloat in accordance with the Society's "Regulations for vessels not built under survey" and the Secretary's letters of 3<sup>rd</sup> July 1948 etc., with a view to classification in the Register Book. The scantlings of the vessel have been verified and found to be in accordance with those shown on the approved drawings. The scantlings of W.T. Bulkheads, structural arrangements under the bottom forward, the strengthening at breaks of erections and arrangements in the Fore Peak have been examined and found to be in accordance with or equivalent to Rule Requirements. All D.B. & Fore and after Peak tanks have been satisfactorily tested to Rule Requirements. The steering arrangements and windlass have been tried and found satisfactory. For repairs effected during special survey see Ant. Report 8 - NO.

Note: Solid floors are fitted on alternate frames, as indicated on Profile Plan.

The amount of Entry Fee..... £ 24864

Special Survey Fee..... £

Travelling Expenses, if any..... £

State whether the Vessel has been built under Special Survey NO.

Certificate to be sent to Antwerp office. Date of issue 10/11/48

Committee's Minute /

Character assigned 100A1

4.48 Aut

S.S. Aut - 7.48 (Dr)

Classed 7.48

LMC 7.48

S(CL) 4.48

2 SB 18576

Sp.

Signature

Surveyors to Lloyd's Register of Shipping.

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Lloyd's Register Foundation



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

PLANS FORWARDED WITH THIS REPORT:-

- 1) MIDSHIP SECTION. (APP. COMP.)
- 2) PROXY PLAN. ( " )
- 3) RUDDER. ( " )
- 4) GENERAL ARRANGEMENT. ( " )

The Pumping arrangements have been modified to be in accordance with the approved drawings.

The requirements for the carriage of Timber Deck Cargo have been complied with.

RECEIVED A. A. ROSENBERG

ANTWERP

AFLOAT IN DRY DOCK

PARTICULARS OF ELECTRIC WELDING (if employed)

NOT EMPLOYED

SPECIAL NOTATIONS—Either as part of the vessel's class or for record in the Register Book

Particulars of Drop Test of Cast Steel Anchors, viz—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower  
2nd  
3rd

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 17.1 ft., R. 048.8 ft., Bridge 53.8 ft., Forecastle 28.0 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. Signal Letters **O.N.J.C.** Extreme Breadth over Belting **22.70** Over-all Length **227.0**

No. and Material of Decks **ONE (STEEL)**

Parts of Bottom of Vessel coated with cement or approved composition **BITUMASTIC IN D.B. TANKS; CEM. IN PEAKS.**

Particulars of composition (if fitted) and of approval **BITUMASTIC.**

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	52.3	87	Fore peak tank,	15.0	33
Double bottom, under Engines and Boilers,	33.6	65	After peak tank,	11.3	16
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	99.1	170	Other tanks, if fitted,	✓	✓
Total length (continuous) and Capacity <b>A.B.</b>	185.0	322	(If necessary furnish further information by sketch.)	✓	✓

Order for Special Survey No.

Date

Dates of Surveys

SEE REPORT 8.

REV. FRANK J. VERA

22.70

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Total No. of Visits

Rpt. 8.

RE

Date of writing Report

No. in Reg. Book.

25216

TONNAGE

GROSS 106

UNDER DECK

NET

Surveyed After

Cell D B or D B

Total capacity

Only for

N.B.—A

Last Report

Periodical Survey  
the Surveys should be  
and subsequent  
other causes;  
replacement of  
State also the d.

In damage case  
offered by

REPAIRS, OR

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SUMMARY OF D

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Frames

Reverse Frames

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transverse

Floors

Keelsons

Stringers

Inner Bottom Plat

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Have the Tanks be

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Survey Fee (per S

Special Damage

(per Sec. 25)

Travelling Expense

Freight

Second Surveyor's

Committee's

Character As