

STEEL STEAMER or MOTORSHIP.

Received at London Office

No. 13308

-6 NOV 1934

State if Report has been sent on the Freeboard of the Vessel yesState if Report is sent on the Machinery of the Vessel yesDate of completion of report 23 October 1934 Port of AmsterdamSurvey held at Amsterdam Date First Survey 31 August 1933 Last Survey 20 October 1934On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin screw motor vessel BLOEMFONTEINState Type (Full scantling, Complete Superstructure with or without Tonnage Openings) Full scantlingState Type of Erections Poop, Bridge, Fore castleTONNAGE under Tonnage Deck 5628.46CLASS +100 A1State if with freeboard as condition of Class ✓Built at AmsterdamDo. of space or space between Tonnage Dk. and Upper Dk. 2200.29Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 456.64Launched 16 June '34 Yard No. 228Total 4828.45Breadth (greatest moulded) B 63.-Builders N.V. Nederlandsche Scheepswaard HtGross Tonnage 10045.49Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38.64Owners Vereenigde Nederlandsche Scheepvaart HtRegister Tonnage 6155.151st Longitudinal Number (L x D) = 17658.24Managers Holland Afrika Lijn N.V.2nd Numeral L x (B + D) = 46426.59Residence Amsterdam

REGISTERED DIMENSIONS.

Length 139.34 = 454.16Breadth 19.38 = 63.6Depth 10.63 = 34.875Framing Depth "d," at middle of length. See Sec. 3 (1d) 11.81Proportions—Depth to Length—Uppermost continuous deck to top of keel 9.4Do. Long Bridge to top of keel 30-9/8Draught Moulded 30-9/8Port of Registry Haarlem



If surveyed while building, afloat, or in dry dock

Whilst building

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	32"	✓	Bracket Floors, Frame	9" x 3 1/2" x .44"	✓
" " from 1/2 length to Collision bulkhead.....	24"	✓	" " Reversed Frame.....	8" x 3 1/2" x .52"	✓
" " in peaks.....	24"	✓	" " Vertical Struts.....	8" x 3 1/2" x .52"	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	49" x .62"	60" x .62"
Frame Amidships, Angle <u>E</u> or <u>F</u> <u>N 1-2 & 3 hold</u> <u>in Motorroom</u> <u>15 x 4 x 4 x .50</u> <u>all upper tween deck</u>	10 x 3 1/2" x .60	at alternate frame till upper deck	" " top Angles <u>double</u>	3 1/2" x 3 1/2" x .56"	4" x 4" x .56"
" " " " <u>N 5 & 6 hold</u> <u>N 4 hold</u> <u>10 x 3 1/2" x .44</u> <u>all upper tween deck</u> <u>and upper deck at alternate frame</u>	10 x 3 1/2" x .44	all upper tween deck	" " bottom Angles <u>double</u>	5" x 5" x .66"	✓
WEB FRAMES			Side Girders, No. each side and thickness	two .44"	in Motorroom
Reversed Frame Amidships, <u>in Motorroom</u> <u>reverse bars</u> <u>10 x 3 1/2" x .58</u> <u>6 frames</u> <u>all upper tween deck</u> <u>apart</u>	plate 3'-4" x .60	spaced	Margin Plate depth (excl. of flange) and thickness.....	42" x .56"	50" x .58"
" " " " Extends up to.....	all upper tween deck	apart	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....	76" x 6" x .50"	76" x 6" x .50"
Depth of Framing Girder	10 x 3 1/2" x .44	N 5 & 6 tween deck	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem.....	76" x 6" x .50"	and horizontal tank top
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	10 x 3 1/2" x .44	at alternate frame in N 4 tween deck in way of Motorroom and N 2 tween deck	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	18" x .44	continuous and
" " Second 'tween Decks, Angle, E or F	9 x 3 1/2" x .50	and N 2 tween deck	" " Gussets, spacing and scantling forward 1/2 len. from stem.....	18" x .44	horizontal tank top in Motorroom
" " Third " " " ".....	10 x 3 1/2" x .60	at alternate frame in way of N 1 and 2 tween deck	Tank Side Brackets, height above base line at toe of Frame and thickness	6'-5" x .50"	7'-5" x .50"
Framing in Peaks, Angle or F	10 x 3 1/2" x .40	on N 1-2 & 3 tween deck			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 rivets spaced 5 1/4"	and further as per Rule	INNER BOTTOM PLATING.		
State if Frame Joggled	joggled only amidships	✓	Breadth and thickness of Middle Line Strake.....	56" x .56"	45" x .12
PANTING ARRANGEMENTS (Sec. 7), state system and particulars.....	Panting frames <u>12 x 4 x 4 x .52</u> <u>and intercostal stringer fitted spaced ± 6" apart as approved</u> <u>shell angles to floors 6 x 6 x .48</u> <u>and extra intercostal girders fitted, bottom plating increased in thickness all as approved</u>	✓	Thickness of remainder in Holds.....	.48	.56
STRENGTHENING OF BOTTOM FORWARD. State Particulars.....	shell angles to floors 6 x 6 x .48 and extra intercostal girders fitted, bottom plating increased in thickness all as approved	✓	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	✓
SINGLE BOTTOM. PARTLY IN AFTERSHIP			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	49" x .44	✓	Uppermost Continuous Deck, amidships in Wells, Angle, E or F	9" x 3 1/2" x .46"	and as
Height of Brackets at side above base line at toe of frame.....	straight floors	✓	" " " " in way of Bridge, Angle, <u>E</u> or <u>F</u>	9" x 3 1/2" x .40"	approved
Middle Line Keelson, on Floors, PARTLY, E or F	tank top breadth 20'-0"	✓	Spacing.....	32"	✓
" " " " Through Plate <u>on</u> <u>Intercoastal Plate</u>	49" x .62	✓	Second Deck, amidships, Angle, E or F	9" x 3 1/2" x .52"	and as
" " " " Foundation Plate on Floors.....	20'-0" remainder " .48	✓	Spacing.....	.32"	approved
" " " " Flat Plate Keel Angles.....	5 x 5 x .66 double	✓	Third Deck, amidships, Angle, E or F	11" 3 1/2" x .44"	and as
Side Keelsons, No. each side <u>two</u>	one intercoastal girder .44 in line of tunnel tank bulkhead 10'-0" from centre of ship and one intercoastal girder .44 16'-4" from centre of ship	✓	Spacing.....	32"	approved
" " thickness of Intercostal Plate.....	4 x 3 x .44	✓	Fourth Deck, amidships, Angle, E or F	✓	✓
" " Angles.....	44 spaced 32" in aftership and in Motorroom & for 3/5 L forward amidships at every 3rd frame.	✓	Spacing.....	32"	✓
DOUBLE BOTTOM.			Poop Deck, Angle, E or F	8 1/2" x 3" x .40"	7' x 3" x .40"
Solid Floors, thickness and spacing	44 spaced 32" in aftership and in Motorroom & for 3/5 L forward amidships at every 3rd frame.	✓	Spacing.....	32"	24"
" " Are Frame and Reversed Frame joggled?.....	yes	✓	Bridge Deck, Angle, E or F	9" x 3 1/2" x .40"	✓
Bracket Floors, breadth and thickness at middle line	36" x .44	✓	Spacing.....	32"	✓
" " breadth and thickness at margin plate.....	42" x .44	✓	Forecastle Deck, Angle, E or F	7' x 3" x .46"	✓
			Spacing.....	24"	✓

PILLARS AND DECKS.

	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	Two	Spaced 11 frame spacers			at break of Bridge	
in 'tween Decks, Size and Spacing.....	15' x .40"			Stringer Plate, breadth and thickness in way of Bridge	92 x .39	93 x .45
" " " " " "	8 x 3 1/2 x .48	and as approved		Thickness of Plating abreast Deck openings in way of Wells .....	.38	
in Holds " "	19 x .64			Thickness of Plating abreast Deck openings in way of Bridge .....	.35	.41
" " " " "	9 x 3 1/2 x .56			Thickness of Plating within line of openings...	.33	.35
Centre Line Bulkhead.				If Sheathed, material and thickness	✓	
Stiffeners and Spacing.....	✓			Third Deck.		
Plating, thickness of	✓			Stringer Plate, breadth and thickness.....	92 x .34	✓
STRINGERS AND DECKS.				If Plated, state thickness.....	.30	✓
Uppermost Continuous Deck.				Fourth Deck.		
Stringer Plate, breadth and thickness in Wells	66" x 80"	at break of Bridge 66 x 1.25		Stringer Plate, breadth and thickness.....		
" " " " in way of Bridge	66" x .45"			If Plated, state thickness		
Angle in Wells	6 x 6 x .80			Poop Deck.		
Thickness of Plating abreast Deck openings in way of Wells .....	.62" to .50"	.45"		Stringer Plate, breadth and thickness	53" x .38"	✓
Thickness of Plating abreast Deck openings in way of Bridge .....	.41"			Plating, Sheathing, material and thickness ...	.30	leak deck 2 1/2"
Thickness of Plating within line of openings...	.40	.44		Bridge Deck.		
If Sheathed, material and thickness	✓			Stringer Plate, breadth and thickness.....	80 x .50	✓
Second Deck.				Plating, Sheathing, material and thickness ...	.46	inside deck houses 2 1/2" leak deck 2 1/2"
Stringer Plate, breadth and thickness in Wells...	92" x .39"			Forecastle Deck.		
				Stringer Plate, breadth and thickness.....	36 x .38	✓
				Plating, Sheathing, material and thickness ...	.30	leak deck 2 1/2"

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL	55	.92	.84	.84		double	1"	4"	quadruple	1"	4"	lapped
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of of Strakes ... 4	72 1/2 60 1/2	.72	A. 72 B. 60 C. 52	.60	to stern frame .70	double	7/8"	3 1/2"	quadruple	7/8"	3 1/2"	lapped
BILGE PLATING, No. of Strakes ... 2	82 62	.72	.52	.52	"	"	7/8"	3 1/2"	"	7/8"	3 1/2"	lapped
SIDE PLATING, No. of Strakes ... 4	72 80	.70	.48	.48	"	"	7/8"	3 1/2"	"	7/8"	3 1/2"	lapped
UPPER DECK, Sheer- strake in Wells	80	.87	.40	.40	at breaks 1.16	"	1"	4"	"	1"	4"	lapped
UPPER DECK, Sheer- strake in Bridge ...	80	.70				"	7/8"	3 1/2"	"	7/8"	3 1/2"	lapped
STRAKE BELOW Sheer- strake in Wells	72	.70				"	7/8"	3 1/2"	"	7/8"	3 1/2"	lapped
STRAKE BELOW Sheer- strake in Bridge ...	72	.70				"	7/8"	3 1/2"	"	7/8"	3 1/2"	lapped
POOP SIDE PLATING .....			.44			"	3/4"	3"	double	3/4"	2 5/8"	lapped
BRIDGE SIDE PLATING ...	33 78	.66				"	7/8"	3 1/2"	quadruple	7/8"	3 1/2"	lapped
FOREO'TLE SIDE PLATING			.44			"	3/4"	3"	double	3/4"	2 5/8"	lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) ϕ (including peak bulk heads)

Deck next below one (cross timber bulkhead)

As per Rule 8

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks		.20	6" x 3" x .32	32 1/2"		
"	" Second "	.36	8" x 3 1/2" x .40	32 1/2"		
"	" Third "	.40 to .40"	11" x 3 1/2" x .48"	32 1/2"	further all as approved	
"	" Holds .....	.52" to .30"	7" x 3" x .36"	24"	same as beam fitted	6'-0"
COLLISION						
"	" (in Hold) .....	.50" to .30"	8" x 3" x .40"	24"		
AFTER PEAK						

STERN FRAME

Propeller *198 to 1 1/4"*

Rudder *11 to 6 3/8"*

casting plan Utrecht

RUDDER—A x D.....

Speed of Vessel..... *14 knots ✓*

RUDDER mainpiece at head *forged 15 3/4" Gute Hoffnungs*

" " heel *casting as per Abt. Düsseldorf*

" " how constructed *approved plan ✓*

" " double or single plate *double plated .40" ✓*

" " coupling, vertical or horizontal..... *vertical ✓*

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *Open Hearth process*

STEEL.

Verenigde Statenloerke, Gute Hoffnungs hütte, Société Anonyme d'Ougree - Harikaya

Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No 49559, 75												LETTER 49		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
2636	1st Bower ...	81	3	6	stockless			59	10	0	0	85 1/2	Gruuson-Helm	Otto Gruuson	Hagdeburg 22-2-34
2637	2nd " ...	81	1	15	"	"	"	59	10	0	0		" " "	C. Hagdeburg	N. Stolle
2638	3rd " ...	81	2	23	"	"	"	59	10	0	0		" " "	Buekan	" " " "
	Collective weight.	244	3	16								244 1/2			" " " "
2639	Stream	43	0	17	"	"	"	30	1	1	0	31-2-0	" " "		" " " "

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN 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.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
103	309	2 1/2	15 1/2	220 1/2	99 1/2	1-25	969		300	2 1/2	stud link cast steel	Otto Gruuson & Co Hag de burg	Hag de burg 22-2-34 N. Stolle.	STEELWIRE TOWLINE...	130	5 1/2	84.4	130	5 1/2
	please see your Rotterdam letter 4-10-34																		
48810	120	1 3/4	55 1/8	47 1/8	105-3-0		105 1/4		120	1 1/8	stud link	Kendrick & Hole, Ltd	Bradley Heath 29-8-34 H A Reef	HAWSERS & WARPS } MANILLA	2x120	9	18.6		
Iron Stream Chain or Steel Wire														"	2x120	8	15.2		

Steering Gear, Steam *direct acting* Steering Gear, Hand *yes*

Boats *four life boats* Steering Chains, Size and Test *V* Windlass *Electrase patent*

Ceiling in Holds, thickness and material *2 1/2 pine* Cargo Battens, thickness, material and spacing *2x6 pine spaced 9"*

Cargo Hatchways.—(Upper Deck) *steel and angle bar* Thickness of Hatches *2 3/4 pine*

Size of No. 1 Hatchway (Forward) *31-6x20-1 No. 2 37-4x20-1 No. 3 10-8x20-1 No. 4 21-4x20-1 No. 5 34-0x20-1 No. 6 32-0x20-1*

Number of Shifting Beams and/or Fore and Afters *N1 hatch 5, N2 hatch 6, N3 & 4 hatch 3, N5 hatch 6, and 6 hatch 5 shifting beam*

Builder's Signature *R. J. J. J.*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes* (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.

Oil fuel is carried in Cross bunker and side tunnel tanks. Flash point above 150°F and the requirements of Section 20 of the Rules have been complied with

The workmanship was found good, and the vessel has been built in accordance with the approved plans. Copies of which are retained in the London office for record and in accordance with the instructions, contained in the Secretary letters and Rotterdam letters respecting this case, and in general conformity with the Society's Rules

Fore and afterpeak tank, cross bunker, oil fuel bunkers, ^{and tanks} side of tunnels, settling tank and all double bottom tanks, have been tested as required by the Rules and found sound and tight. Weather decks, water tight bulk heads, tunnel deck, and W.T. doors have been tested by hose and found tight

Treeboard marking verified, found correct and cut in the vessel's side as required

Eight Certificates are sent herewith viz: Stern frame, Stem, Propeller brackets, Rudder frame, Rudder post, Tiller pins and carriers

The amount of Entry Fee	<i>£144:-</i>	:	Fees applied for,	
				19
Special Survey Fee	<i>£5411:-</i>	:	Received by me,	
Travelling Expenses, if any	<i>£68:-</i>	:	<i>30-10</i>	1934

I am of opinion the Vessel should be Classed *+ 100 A 1.*

State whether the Vessel has been built under Special Survey *yes* Signature *H. P. Jonker*

Certificate to be sent to *Amsterdam Surveyor* Date of issue *19/4/34*

Committee's Minute *FRI. 16 NOV 1934*

Character assigned *+ 100 A 1*

Lloyd's arch + Lmb. 10.34

200 - 120 lbs

oil eng.

Write Ans.

Photo 70 C for attachment of papers

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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.)

Rpt. 4b.

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

1st Bower	weight 52-1-18 lbs.	N. Stolte.	Cert. N° 724.	Hagdeburg Buckan	30-1-34
2nd "	weight 51-3-21 lbs.	N. Stolte.	Cert. N° 725	Hagdeburg Buckan	30-1-34
3rd "	weight 52-3-15 lbs.	N. Stolte.	Cert. N° 726	Hagdeburg Buckan	30-1-34
stream	weight 29-1-9 lbs.	N. Stolte.	Cert. N° 727	Hagdeburg Buckan	30-1-34

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32,16 ft., R.Q.D. ✓ ft., Bridge 175,42 ft., Forecastle 35,1 ft.

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

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *three steel decks.*

Official No. : Signal Letters

bottom of Vessel coated with cement in if not give

particulars of composition *Fore & afterpeak tank and fresh water tanks.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,				Fore peak tank,	water	34-	159
Double bottom, under Engines and Boilers,	oil water	56	98- 134-	After peak tank,	water	36-	124
Double bottom, if under Engines only,				Deep tank, aft,	Tunnel tanks water	48	638
Double bottom, if under Boilers only,	oil	182,6	443-	Deep tank, forward, (Cross bunker)	oil	13,3	559
Double bottom, forward,				Other tanks, if fitted, Tunnel tanks	oil	82,7	489
		Total capacity of double bottom	675	(If necessary, furnish further information by sketch.)			

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

Order for Special Survey No. 174

Date 18 Sept. 1933

Dates of Surveys held while building

31/8, 12-23-26/9, 6-13-18-25-26/10, 6-8-15-21-28/11, 5-7-13-22-28-29/12-1933
2-4-9-16-18-24-26-31/1, 3-7-9-12-14-21-23-27/2, 1-2-3-5-6-7-12-13-14-15-16-19-21-23-24-26-27/3
3-5-9-10-11-13-16-19-20-21/4, 1-3-7-9-12-14-16-18-22-23-24-25-26-29-30/5, 1-6-8-11-12-13-14-15-16
18-19-21-23-27-29-30/6, 3-5-7-9-11-21/7, 4-14-17-18-20-21-23-25-31/8, 3-4-8-13-14-17-
19-20-22-24-28/9, 1-3-5-8-13-15-16-17-18-20/10-1934

Total No. of Visits 123

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