

## STEEL STEAMER or MOTORSHIP.

10 SEP 1927

Received at London Office

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 6 September 1927 Port of RotterdamNo. 16755Survey held at RotterdamDate First Survey 29 September 26 Last Survey 6 September 1927

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

Single Screw Steamer Cottica (mach. fitted midships)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Complete SuperstructureState Type of Erections ✓TONNAGE under Tonnage Deck... 2226.06CLASS 100 A1State if with freeboard as condition of Class withBuilt at RotterdamDo of space or spaces between Tonnage Dk. and Upper Dk. 1010.75Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 315Launched 30-4-27 Yard No. 410Total 3244.81Breadth (greatest moulded) B 47Builders Hach. Fabry & Scheep. P. Smid & Co.Gross Tonnage 3799.99Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 30.5Owners Koninklijke Nederlandsche Stoomboot MaatschappijRegister Tonnage 2163.291st Longitudinal Number (L x D) = 9607.5Managers " " "

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = 22412.5Residence Amsterdam

## REGISTERED DIMENSIONS.

Length 96.09 = 315.25Framing Depth "d," at middle of length. See Sec. 3 (1d) 11.334Breadth 14.39 = 47.20Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.3Depth 8.36 = 27.40

Do. Long Bridge to top of keel

Draught Moulded 21'-1 3/4"Port of Registry Amsterdam

If surveyed while building, afloat, or in dry dock

while 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   | 417 $\frac{m}{m}$   |  | Bracket Floors, Frame  | 200 90 11                              |  |
| " " from 1/2 length to Collision bulkhead                                 | 686 $\frac{m}{m}$   |  | " " Reversed Frame   | 190 45 10 1/2                          |  |
| " " in peaks  | 610 $\frac{m}{m}$   |  | " " Vertical Struts  | 190 45 10 1/2                          |  |
| SIDE FRAMING.   |   |  | Centre Girder, depth and thickness amidships   | 953 x 12 1/2                           |  |
| Frame Amidships, Angle, $\angle$ or $\square$                             | 190 90 11   |  | " " top Angles <u>double</u>   | 45 45 12                               |  |
| " " Extends up to   | Lower tween deck (F deck)   |  | " " bottom Angles <u>double</u>  | 100 100 13 1/2                         |  |
| Reversed Frame Amidships, Angle   | All bulb angle  |  | Side Girders, No. each side and thickness  | one 9 $\frac{m}{m}$                    |  |
| " " Extends up to   | frames  |  | Margin Plate depth (excl. of flange) and thickness   | 840 x 11 1/2 $\frac{m}{m}$             |  |
| Depth of Framing Girder   | $\checkmark$  |  | " " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem   | 90 90 9 1/2                            |  |
| Frames in Uppermost Continuous 'tween Decks, Angle, $\angle$ or $\square$ | 170 90 9  |  | " " Vertical Angle to Tank side Bracket forward 1/2 len. from stem   | 150 150 13                             |  |
| " " Second 'tween Decks, Angle, $\angle$ or $\square$                     | 170 90 9  |  | " " Gussets, spacing and scantling abaft 1/2 len. from stem  | every frame 360 x 360 $\frac{m}{m}$    |  |
| " " Third " " " "   |   |  | " " Gussets, spacing and scantling forward 1/2 len. from stem  | every frame 600 x 600 x 9              |  |
| Framing in Peaks, Angle, $\angle$ or $\square$                            | 160 45 10   |  | Tank Side Brackets, height above base line at toe of Frame and thickness   | 1550 x 10 $\frac{m}{m}$                |  |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships  | 22 $\frac{m}{m}$ spaced 150 $\frac{m}{m}$   |  | INNER BOTTOM PLATING.  |  |  |
| State if Frame Joggled  | yes   |  | Breadth and thickness of Middle Line Strake  | 1530 x 11 1/2                          |  |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars               | deep frame arrangement stringers fitted 4'-0" apart all as approved                     |  | Thickness of remainder in Holds  | 10 $\frac{m}{m}$                       |  |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars                        | double shell angles fitted to floors and additional side girders fitted 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.  |   |  | BEAMS. D. DECK   |  |  |
| Floors, Depth and thickness at mid-line in Holds                          |   |  | Uppermost Continuous Deck, amidships in Wells, Angle, $\angle$ or $\square$  | 160 45 10 1/2                          |  |
| Height of Brackets at side above base line at toe of frame                |   |  | " " in way of Bridge, Angle, $\angle$ or $\square$   | $\checkmark$ $\checkmark$ $\checkmark$ |  |
| Middle Line Keelson, on Floors, Angles, $\angle$ or $\square$             |   |  | Spacing  | at every frame                         |  |
| " " Through Plate or Intercoastal Plate                                   |   |  | E. DECK  |  |  |
| " " Foundation Plate on Floors  |   |  | Second Deck, amidships, Angle, $\angle$ or $\square$   | 160 45 10 1/2                          |  |
| " " Flat Plate Keel Angles  |   |  | Spacing  | at every frame                         |  |
| Side Keelsons, No. each side  |   |  | F. DECK  |  |  |
| " " thickness of Intercoastal Plate                                       |   |  | Third Deck, amidships, Angle, $\angle$ or $\square$  | 190 45 11 1/2                          |  |
| " " Angles  |   |  | Spacing  | at every frame                         |  |
| DOUBLE BOTTOM.  |   |  | Fourth Deck, amidships, Angle, $\angle$ or $\square$   | $\checkmark$                           |  |
| Solid Floors, thickness and spacing                                       | 9 $\frac{m}{m}$ every 3 <sup>rd</sup> frame   |  | Spacing  | $\checkmark$                           |  |
| " " Are Frame and Reversed Frame joggled?                                 | yes   |  | Poop Deck, Angle, $\angle$ or $\square$  | $\checkmark$                           |  |
| Bracket Floors, breadth and thickness at middle line                      | 830 x 9 $\frac{m}{m}$   |  | Spacing  | $\checkmark$                           |  |
| " " breadth and thickness at margin plate                                 | 830 x 9 $\frac{m}{m}$   |  | Bridge Deck, Angle, $\angle$ or $\square$  | $\checkmark$                           |  |
|   |   |  | Spacing  | $\checkmark$                           |  |
|   |   |  | Forecastle Deck, Angle, $\angle$ or $\square$  | $\checkmark$                           |  |
|   |   |  | Spacing  | $\checkmark$                           |  |



## PILLARS AND DECKS.

|  | <i>m</i><br>INCHES IN SHIP. | Any Departure from<br>Approved Plans to<br>be Noted. |  | <i>m</i><br>INCHES IN SHIP. | Any Departure from<br>Approved Plans to<br>be Noted. |
|--|-----------------------------|--|--|-----------------------------|--|
| <b>PILLARS</b> , No. of Rows.....                                    | <i>two</i>                  |  | Stringer Plate, breadth and thickness in way<br>of Bridge .....      | <i>✓</i>                    |  |
| " in 'tween Decks, Size and Spacing.....                             | <i>diam 190x10 and as</i>   |  | Thickness of Plating abreast Deck openings<br>in way of Wells .....  | <i>8 m</i>                  |  |
| " " " " ".....   | <i>per approval plan</i>    |  | Thickness of Plating abreast Deck openings<br>in way of Bridge ..... | <i>✓</i>                    |  |
| " in Holds " ".....  | <i>diam 300x13 and per</i>  |  | Thickness of Plating within line of openings...                      | <i>7 1/2 m</i>              |  |
| " " " " ".....   | <i>approved plan</i>        |  | If Sheathed, material and thickness .....                            | <i>✓</i>                    |  |
| <b>Centre Line Bulkhead.</b>   |                             |  | <b>Third Deck.</b>   |                             |  |
| Stiffeners and Spacing.....  | <i>✓</i>                    |  | Stringer Plate, breadth and thickness.....                           | <i>11 1/2 x 8 1/2 m</i>     |  |
| Plating, thickness of .....  | <i>✓</i>                    |  | If Plated, state thickness.....                                      | <i>7 1/2 m</i>              |  |
| <b>STRINGERS AND DECKS.</b>  |                             |  | <b>Fourth Deck.</b>  |                             |  |
| <b>Uppermost Continuous Deck.</b>                                    |                             |  | Stringer Plate, breadth and thickness.....                           |                             |  |
| Stringer Plate, breadth and thickness in Wells.....                  | <i>12 1/2 x 12 and 10 m</i> |  | If Plated, state thickness .....                                     |                             |  |
| " " " " " in way of Bridge.....                                      |                             |  | <b>Poop Deck.</b>  |                             |  |
| " Angle in Wells .....   | <i>130 x 130 x 12 m</i>     |  | Stringer Plate, breadth and thickness .....                          |                             |  |
| Thickness of Plating abreast Deck openings<br>in way of Wells .....  | <i>9 1/2 m</i>              |  | Plating, Sheathing, material and thickness ...                       |                             |  |
| Thickness of Plating abreast Deck openings<br>in way of Bridge ..... | <i>✓</i>                    |  | <b>Bridge Deck.</b>  |                             |  |
| Thickness of Plating within line of openings...                      | <i>8</i>                    |  | Stringer Plate, breadth and thickness.....                           |                             |  |
| If Sheathed, material and thickness .....                            | <i>2 1/2 teak</i>           |  | Plating, Sheathing, material and thickness ...                       |                             |  |
| <b>Second Deck.</b>  |                             |  | <b>Forecastle Deck.</b>  |                             |  |
| Stringer Plate, breadth and thickness in Wells.....                  | <i>11 1/2 x 9 m</i>         |  | Stringer Plate, breadth and thickness.....                           |                             |  |
|  |                             |  | Plating, Sheathing, material and thickness ...                       |                             |  |

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—*Six (incl peak bulkhead)*  
Extending to Upper Deck (Sec. 3 c) *one (collision bulkhead)*  
" Deck next below *five (incl afterpeak bulkhead)*  
As per Rule \_\_\_\_\_

|                                    |                   | Plating Thickness. | STIFFENERS.                  |                                       |             |                |
|------------------------------------|-------------------|--------------------|------------------------------|---------------------------------------|-------------|----------------|
|                                    |                   |                    | VERTICAL.                    |                                       | HORIZONTAL. |                |
|                                    |                   |                    | Scantlings.                  | Spacing.                              | Scantlings. | Spacing.       |
| MIDSHIP BULKH'D, Upper tween decks |                   | $\frac{1}{16}$     | $\frac{1}{16}$               |                                       |             | $\frac{1}{16}$ |
| "                                  | " Second "        | ✓                  | $6\frac{1}{2}$               | $L 100 \times 75 \times 7\frac{1}{2}$ |             | $720$          |
| "                                  | " Third "         | ✓                  | ✓                            | ✓                                     |             | ✓              |
| "                                  | " Holds .....     | ✓                  | 9                            | $5150 \times 70 \times 9$             |             | $720$          |
| <b>COLLISION</b>                   | " (in Hold) ..... | ✓                  | $12\frac{1}{2}-8\frac{1}{2}$ | $5230 \times 90 \times 11$            |             | $610$          |
| <b>AFTER PEAK</b>                  | " .....           | ✓                  | $15-7\frac{1}{2}$            | $5150 \times 75 \times 10$            |             | $610$          |

## FORGINGS and CASTINGS.

|  | Casting or Forging.  | Scantlings.              | Maker's Name.                 | Any departure from approved plans to be noted. |
|--|----------------------|--------------------------|-------------------------------|--|
| <b>KEEL, Bar</b> .....                   |                      | flat plate keel          |                               |  |
| <b>STEM</b> .....                        |                      | forged 216x57            | Staal union export Dusseldorf |  |
| <b>STERN FRAME</b> {                     | Propeller Post ..... | Casting as per           | Skoda works Ltd.              |  |
|  | Rudder " .....       | approved plan            | Prague.                       |  |
| <b>RUDDER—A×D</b> .....                  |                      |                          |                               |  |
| <b>Speed of Vessel</b> .....             |                      | 11 1/4                   | ✓                             |  |
| <b>RUDDER</b> mainpiece at head ...      | ✓                    | forged 9 1/8 as approved | Maatschappij Tjensvord        |  |
| " mainpiece heel ...                     | ✓                    | Casting as per           | Skoda work. Ltd.              |  |
| " how constructed .....                  | ✓                    | approved plan            | Prague.                       |  |
| " double or single plate                 | ✓                    | double plate             |                               |  |
| " coupling, vertical or horizontal ..... | ✓                    | horizontal               |                               |  |

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *then Hearth process*  
*Vereinigte Stahlwerke, Phoenix Akt. Ges. August Thyssen Stahlwerke*  
*Schaft, Hamborn a Rh., Stahl Union export Düsseldorf.*  
Has the Steel been tested as required by the Rules? *yes.*



| EQUIPMENT No. 25503.9  |                    |                    |   |    |                  |      |    |                        |    |    |                              | LETTER                 | V | ANCHORS.      |   |
|------------------------|--------------------|--------------------|---|----|------------------|------|----|------------------------|----|----|------------------------------|------------------------|---|---------------|---|
| Number of Certificate. | Anchor.            | WEIGHT, EX. STOCK. |   |    | WEIGHT OF STOCK. |      |    | TEST, PER CERTIFICATE. |    |    | WEIGHT REQUIRED BY TABLE 53. | Description of Anchor. |   | Makers.       | Where and when tested and Superintendent. |
| 440                    | 1st Bower          | 51                 | 0 | 6  | stock            | bars | 43 | 1                      | 2  | 7  | 48 3/4                       | Union Stock            |   | Portmunder    | Dusseldorf 12/10-26                       |
| 441                    | 2nd "              | 48                 | 0 | 6  | "                | "    | 41 | 4                      | 0  | 7  |                              | "                      |   | Union         | 4 Quast                                   |
| 487                    | 3rd "              | 42                 | 0 | 8  | "                | "    | 37 | 4                      | 1  | 14 |                              | "                      |   | of Portmunder | Dusseldorf 30/10-26                       |
|                        | Collective weight. | 141                | 0 | 30 |                  |      |    |                        |    |    | 139                          |                        |   |               | H. Berg                                   |
| 1006                   | Stream             | 15                 | 0 | 21 | 3                | 3    | 14 | 16                     | 14 | 0  | 0                            | Common stock           |   |               | Rotterdam 12-27 K. Kuyt                   |

| CHAIN CABLES.                  |                           |       |                       |         |                        |           |  |  |                               |       |              | HAWERS 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. |       |  |  |
|                                |                           |       |                       |         | Supplied.              | Per Rule. |  |  |                               |       |              |                   |  |                |                           |       |                              |                               |       |  |  |
|                                | Fathoms.                  | Ins.  | Tons.                 | Tons.   | Cwts. qrs. lbs.        | Cwts.     |  |  | Fathoms.                      | Ins.  |              |                   |  |                | Fathoms.                  | Ins.  | Tons.                        | Fathoms.                      | Ins.  |  |  |
| 1394                           | 240                       | 2     | 42                    | 100 1/2 | 558-2-0                | 538 3/4   |  |  | 240                           | 2     | stud link    | Ned. Ketting      | Rotterdam 16/13-27                         | TOWLINE        | 90                        | 4 1/2 |                              | 120                           | 4     |  |  |
|                                |                           |       |                       |         |                        |           |  |  |                               |       |              |                   |  | HAWERS & WARPS | 120                       | 4     | 33                           | 120                           | 4     |  |  |
|                                |                           |       |                       |         |                        |           |  |  |                               |       |              |                   |  |                | 2x90                      | 2 1/2 | 12 1/2                       | 2x90                          | 2 1/2 |  |  |
|                                |                           |       |                       |         |                        |           |  |  |                               |       |              |                   |  |                | 2x90                      | 2 1/2 | 12 1/2                       | 2x90                          | 2 1/2 |  |  |
| Iron Steam Chain or Steel Wire | 90                        | 4 1/2 | 39                    |         |                        |           |  |  | 90                            | 4 1/2 |              |                   |  |                |                           |       |                              |                               |       |  |  |

Steering Gear, Steam
Direct acting
Steering Gear, Hand
yes

Boats
6 Life boats.
Steering Chains, Size and Test
Windlass
Iron steam patent

Ceiling in Holds, thickness and material
63 mm pine
Cargo Battens, thickness, material and spacing
150x50 mm spaced 230 mm

Cargo Hatchways. (Upper Deck)
Steel and angle bar
Thickness of Hatches
2 1/2" pine

Size of No. 1 Hatchway (Forward)
20'-3"x12'-0" No. 2 23'-6"x14'-0" No. 3 21'-2"x14'-0" No. 4 21'-2"x14'-0" No. 5
No. 6

Number of Shifting Beams and/or Fore and Afters
Hatchway N° 1-2-3 and 4 each 3 Shifting Beams

MACHINEFABRIEK & SCHEEPSWERF  
van P. SMIT Jr.  
Builder's Signature
F. H. J. van Bessum

GENERAL DECLARATION  
The workmanship was found good, and the vessel has been built to the approved plans. Copies of which are being retained in the London Office for record, in agreement with the instructions contained in Secretary Letters, M 27-9-26, 11-10-26, 29-12-26, 29-6-27, 4-7-27 and 9-7-27, and Rotterdam Letters 21-9-26, 29-9-26, 15-9-26, 1-10-26, 9-10-26, 21-10-26, 18-10-26, 20-10-26, 22-10-26, 26-10-26, 5-11-26, 10-11-26, 27-12-26, 2-2-27, 26-4-27 respecting this case, and in general conforming with the Society's Rules.  
All double bottom tanks, fore and afterpeak tanks & oil fuel bunkers have been tested by a head of water as required by the Rules and found sound and tight. All bulk heads, tunnel, water tight doors and weather decks tested by hose and found tight.  
Treeboard marking verified and cut in the vessel side

The amount of Entry Fee ..... £ 84.- :
Special Survey Fee .... £ 3180.- :
Treeboard 108
Travelling Expenses, if any £ 92.50 :

Fees applied for, 1927
Received by me, 14-9-27

I am of opinion the Vessel should be Classed + 100 A1 with freeboard

State whether the Vessel has been built under Special Survey yes
Signature R. Heemsenburg
H. P. Jonker
Surveyor to Lloyd's Register of Shipping

Certificate to be sent to Rotterdam Surveyors Date of issue 22/9/27

Committee's Minute TUES. 20 SEP 1927  
Character assigned + 100 A1 with Freeboard  
Lloyd's Assoc. P.  
+ L.M.C. 9.27 F.D.C.  
Titled for oil fuel 9.27 F.P. above 1500T



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.)

The following certificates of test are sent here with  
One Certificate of Rudder quadrant & Cross head  
One " " " " Rudder head  
one " " " " Rudder frame  
two " " " " Sternframe

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

1st Bower Anchor head 33:1:16 Cwts J. Loogen Cert. N°139 Dusseldorf 5/10-26  
2nd " Anchor head 30:3:13 Cwts J. Loogen " " " " 5/10-26  
3rd " Anchor head 27:1:6 Cwts H. Berg " " " " 2/10-26

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop  ft., R.Q.D.  ft., Bridge  ft., Forecastle  ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Skullerdeck.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 3 decks.

Official No.  ; Signal Letters

The bottom of Vessel coated partly with cement & Butemastie if not given particulars of composition

PARTICULARS OF WATER BALLAST.—

| Where Fitted.  | *Length.                                   | Water Capacity. | Where Fitted.  | *Length.  | Water Cap. |
|--|--|-----------------|--|-----------|------------|
|  | Feet.                                      | Tons.           |  | Feet.     | Tons.      |
| Double bottom, aft, <u>85 168</u>                    | <u>54</u>                                  | <u>78</u>       | Fore peak tank,  | <u>16</u> | <u>35</u>  |
| Double bottom, under Engines and Boilers, <u>26</u>  | <u>33.8</u>                                | <u>90</u>       | After peak tank,                                       | <u>16</u> | <u>23</u>  |
| Double bottom, if under Engines only, <u>38</u>      | <u>37.6</u>                                | <u>119</u>      | Deep tank, aft,  |           |            |
| Double bottom, if under Boilers only, <u>113 218</u> | <u>113</u>                                 | <u>218</u>      | Deep tank, forward,                                    |           |            |
| Double bottom, forward, <u>262</u>                   | <u>505</u>                                 |                 | Other tanks, if fitted,                                |           |            |
|  | Total capacity of double bottom <u>505</u> |                 | (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. 713

Date 15-9-26

Dates of Surveys held while building

29/9-10/10-15-10-29/11-12-9-13-21-22-28-29-30/12-1926  
6-14-18-24/1-2-5-9-12-21-23/2-7-10-12-16-17-19-22-24-25-26-2  
31/3-6-8-12-15-16-19-22-23-26-27-28-30/4-3-9-12-13-18-2  
23-24-25/5-7-14-15-20-24-30/6-9-11-15-19-28/7  
1-10-13-16-19-23-25/8-1-3-6/9-1927

Total No. of Visits 40