

STEEL STEAMER or MOTORSHIP.

Received at London Office 13 JUL 1931

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *6th of July 1931* Port of *Amsterdam* No. *12336*Survey held at *Amsterdam* Date First Survey *21st of March 30* Last Survey *4th of July 1931*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motor Vessel "TJISADANE" (machinery fitted amidships)*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *full scantling according to full draft* State Type of Erections *Tower, castle, Bridge and Poop*TONNAGE under Tonnage Deck... *5594.52*CLASS *+ 100 A 1* State if with freeboard as condition of Class *yes* FEET.Built at *Amsterdam*Do. of space or spaces between Tonnage Dk. and Upper Dk. *1816.47*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 440*Launched *20 Dec. 1930* Yard No. *206*Total *7410.99*Breadth (greatest moulded) *B 62*Builders *Nederlandsche Scheepbouw 167*Gross Tonnage *9228.12*Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 38.5*Owners *Java, China, Japan Line*Register Tonnage *5779.80*1st Longitudinal Number (L x D) *= 16940*Managers *" " " " " "*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 44220*Residence *Amsterdam*

REGISTERED DIMENSIONS.

Length *134.30 = 440.6*Framing Depth "d" at middle of length. See Sec. 3 (1d) *11.43*Port of Registry *Amsterdam*Breadth *10.97 = 62.25*Proportions—Depth to Length—Uppermost continuous deck to top of keel *9.5*

If surveyed while building, afloat, or in dry dock

Depth *10.49 = 34.42*Do. Long Bridge to top of keel *29.0**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	<i>34 1/2"</i>		Bracket Floors, Frame	<i>8 x 3 1/2 x .51</i>	
" " from 1/3 length to Collision bulkhead.....	<i>27"</i>		" " Reversed Frame	<i>8 x 3 1/2 x .42</i>	
" " in peaks.....	<i>24"</i>		" " Vertical Struts	<i>8 x 3 1/2 x .42</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>46 x .60</i>	<i>in motor room</i>
Frame Amidships, Angle <i>E or C</i>	<i>11 3/4 x 3 1/2 x .50</i>	<i>till upper deck above 3rd deck at alternate frame cut down to 7-8-9 1/2" all as per approved plan</i>	" " top Angles <i>double</i>	<i>3 1/2 x 3 1/2 x .56</i>	
" " Extends up to			" " bottom Angles <i>double</i>	<i>5 x 5 x .64</i>	
Reversed Frame Amidships, Angle <i>E</i>	<i>10 x 3 1/2 x .44</i>	<i>frame space 27"</i>	Side Girders, No. each side and thickness	<i>two .44</i>	
" " Extends up to	<i>till upper deck</i>		Margin Plate depth (excl. of flange) and thickness	<i>38 x .62</i>	
Depth of Framing Girder	<i>all bulb angle frames</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>5 x 5 x .52</i>	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or C</i>	<i>11 3/4 x 3 1/2 x .50</i>	<i>at alternate frame cut down to 7-8-9 1/2" all as approved</i>	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>5 x 5 x .52</i>	<i>x 29 1/4 x</i>
" " Second 'tween Decks, Angle <i>E or C</i>	<i>11 3/4 x 3 1/2 x .50</i>	<i>as approved</i>	" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>on every frame .46</i>	<i>x 26 1/2 x</i>
" " Third - 2 nd <i>not 1st</i> " <i>N^o 1st hold</i>	<i>10 x 3 1/2 x .44</i>	<i>frame space 27"</i>	" " Gussets, spacing and scantling forward 1/4 len. from stem	<i>frame .46</i>	<i>x 42 1/2 x</i>
Framing in Peaks, Angle <i>E or C</i>	<i>9 x 3 1/2 x .52</i>	<i>in fore peak</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>6-4 x .52</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>9 x 3 1/2 x .46</i>	<i>in after peak</i>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>ordinary</i>		Breadth and thickness of Middle Line Strake	<i>5-5 x .54</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	<i>11 3/4 x 3 1/2 x .64</i>	<i>till main deck at alternate frame cut down to 8 1/2" from 3rd deck</i>	Thickness of remainder in Holds	<i>.48 to .44</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>deep frame arrangement panting stringers fitted + 6-0" apart all as approved</i>		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?	<i>yes</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle <i>E or C</i>	<i>9 x 3 1/2 x .52</i>	<i>and as</i>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E or C</i>	<i>9 x 3 1/2 x .44</i>	<i>approved</i>
Middle Line Keelson, on Floors, Angles <i>E or C</i>			Spacing	<i>34 1/2</i>	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle <i>E or C</i>	<i>10 x 3 1/2 x .44</i>	<i>9 x 3 1/2 x .54</i>
" " Foundation Plate on Floors			Spacing	<i>34 1/2</i>	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle <i>E or C</i>	<i>10 x 3 1/2 x .44</i>	<i>9 x 3 1/2 x .54</i>
Side Keelsons, No. each side			Spacing	<i>34 1/2</i>	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle <i>E or C</i>	<i>10 x 3 1/2 x .52</i>	
" " Angles			Spacing	<i>27</i>	
DOUBLE BOTTOM.			Poop Deck, Angle <i>E or C</i>	<i>9 x 3 1/2 x .44</i>	
Solid Floors, thickness and spacing	<i>.46 at alternate frame</i>		Spacing	<i>34 1/2</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Bridge Deck, Angle <i>E or C</i>	<i>9 x 3 1/2 x .44</i>	<i>8 x 3 1/2 x .54</i>
Bracket Floors, breadth and thickness at middle line	<i>36 x .46</i>		Spacing	<i>34 1/2</i>	
" " breadth and thickness at margin plate	<i>36 x .46</i>		Forecastle Deck, Angle <i>E or C</i>	<i>8 3/2 x .40</i>	
			Spacing	<i>27</i>	

PILLARS AND DECKS.					
PILLARS, No. of Rows	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	
	Length	Thickness		Length	Thickness
Stringer Plate, breadth and thickness in way of Bridge	40 x .46			40 x .46	
Thickness of Plating abreast Deck openings in way of Wells	40 to 34			40 to 34	
Thickness of Plating abreast Deck openings in way of Bridge	46			46	
Thickness of Plating within line of openings	34 to .32			34 to .32	
If Sheathed, material and thickness	2 1/2 teak			2 1/2 teak	
Third Deck.					
Stringer Plate, breadth and thickness	40 x .40 to .36			40 x .40 to .36	
If Plated, state thickness	34 to .32			34 to .32	
Fourth Deck. only in N° 1 hold					
Stringer Plate, breadth and thickness	39 x .38			39 x .38	
If Plated, state thickness	2 1/2 teak			2 1/2 teak	
Poop Deck.					
Stringer Plate, breadth and thickness	39 x .38			39 x .38	
Plating, Sheathing, material and thickness	20 wood deck 2 1/2 teak			20 wood deck 2 1/2 teak	
Bridge Deck.					
Stringer Plate, breadth and thickness	84 1/2 x .52			63 1/2 x .56	
Plating, Sheathing, material and thickness	42 wood deck 2 1/2 teak			42 wood deck 2 1/2 teak	
Forecastle Deck.					
Stringer Plate, breadth and thickness	36 x .38			36 x .38	
Plating, Sheathing, material and thickness	30 wood deck 2 3/4 teak			30 wood deck 2 3/4 teak	

SCANTLINGS.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	Breadth.	Thickness.	Forward.	Aft.	
FLAT PLATE KEEL	53 1/2	.89	.80	.80	
Bottom Plating, No. of Strakes	4	.72	.60	.56	40 in flat of bottom
Bilge Plating, No. of Strakes	4	.72	.60	.56	
Side Plating, No. of Strakes	4	.72	.40	.40	
Upper Deck, Sheer-strake in Wells	90	1.00	.40	.40	at breaks 1.46
Upper Deck, Sheer-strake in Bridge	90	.72			
Strake below Sheer-strake in Wells	90	.72			
Strake below Sheer-strake in Bridge	90	.72			
Poof Side Plating			.42		
Bridge Side Plating	94	.68			
Forecastle Side Plating			.44		

WATERTIGHT BULKHEADS.					
FORGINGS AND CASTINGS.					
STIFFENERS.					
MIDSHIP BULKHEAD, Upper tween decks	VERTICAL.		HORIZONTAL.		Any departure from approved plans to be noted.
	Scantlings.	Spacing.	Scantlings.	Spacing.	
" Second "	26	4 1/2 x 3	30		
" Third "	30	5 1/2 x 3	30		
" Holds "	46 to 52	5 1/2 x 3 1/2	30		
COLLISION (in Hold)					
AFTER PEAK					

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *Open Hearth process*
 Messrs. Hannemann & Söhne, Witten, of Düsseldorf. Gute Hoffnungs Hütte Düsseldorf
 Vereinigte Stahlwerke, Duisburg. Dellinger Hütte, Witten. Messrs. Dortmunder Union
 Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 44943					
LETTER 477					
ANCHORS.					
Number of Certificate.	Anchor.	Weight, Ex. Stock.	Weight of Stock.	Test, Per Certificate.	Where and when tested and Superintendent.
64333	1st Bower	98 0 4	stockless	66 10 0	Taylor Drednought, Samuel Tipton 15/11-30
64322	2nd "	97 3 0	stockless	66 10 0	Taylor & Son, Tipton 14/11-30
64305	3rd "	83 3 5	stockless	60 10 0	Brucey Hill, Tipton 12/11-30
64334	Stream	23 2 0	6 0 21	23 10 0	Iron stock, Tipton 17/11-30 W.D. Drysdale

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.	Where and when tested and Superintendent.
699	3015 2 8	120 16 1/2	1125-0-6	1045	300 2 1/2
402	90 1 3/4	55 1/2	149-2-25	130-3-0	90 1 3/4

Steering Gear, Steam *direct acting* Steering Gear, Hand *yes*
 Boats *12 Lifeboats* Steering Chains, Size and Test *✓* Windlass *8 Beehive Windlass*
 Ceiling in Holds, thickness and material *2 1/2 pitch pine* Cargo Battens, thickness, material and spacing *6 x 2 pine spaced 7"*
 Cargo Hatchways, (Upper Deck) *steel and angle bar* Thickness of Hatches *3" pitch pine*
 Size of No. 1 Hatchway (Forward) *24-9 x 18-0 No. 2 = 20-9 x 18-0 No. 3 = 18-9 x 18-0 No. 4 = 20-9 x 18-0 No. 5 = 25-10 x 18-0 No. 6*
 Number of Shifting Beams and/or Fore and Afters *N° 1 Hatchway 4, N° 2 Hatchway 5, N° 3 Hatchway 1, N° 4 Hatchway 5, and N° 5 Hatchway on Poop Deck 5 Shifting Beams.*
 Builder's Signature *NEDERLANDSCHE SCHEEPBOUW-MAATSCHAPPIJ*

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.
only in bunkers flash point above 150°F Section 20 of the Rules have been complied with
The workmanship was found good, and the vessel has been built to the approved plans, Copies of which are retained in the London Office for record and in agreement with the instructions contained in the Secretary's letters and Rotterdam letters respecting this case, and in general conformity with the Society's Rules
Tore and afterpeak tanks, deep tank, oil fuel bunkers, settling tanks and all double bottom tanks tested with a head of water as required by the Rules and found sound and tight
Weather decks, watertight bulkheads, tunnel and W.T. doors have been tested by hose and found tight
The board marking verified and cut in the vessels side
Six certificates of: Stern frame, Rudder frame, Rudder head, Tiller, Top & Bottom piece of stem, and intermediate piece of stem are sent herewith

The amount of Entry Fee *£132.-* Fees applied for, *19*
 Special Survey Fee *£5168.-* Received by me, *HUB*
 Travelling Expenses, if any *£94* I am of opinion the Vessel should be Classed *+ 100 A1*
 State whether the Vessel has been built under Special Survey *yes* Signature *H.B. Jonker*
 Certificate to be sent to *Amsterdam* Date of issue *27/7/31* Surveyor in Lloyd's Register of Shipping.

Committee's Minute *FRI, 17 JUL 1931*
 Character assigned *+ 100 A1*
with freeboard
 Write *Ans.* *Cloyds A & Co.* *Oil Eng.*

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.)

Sister vessel: M.V. "TJINEGARA" (Nederlandsche Scheepsb. Hf. yard N° 205)
Amsterdam Report 12172.

Rpt. 4b

Date of writi

No. in
Reg. Book.

86610

2c.11.30.

Received by

VESSEL'S

The rema

Type

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

1st Bower
2nd
3rd

Weight: 65-2-17 Cwt. W.A. Drysdale Cert. N° 64333 Tipton 15/11-30
Weight 65-1-10 Cwt. W.A. Drysdale Cert. N° 64322 Tipton 14/11-30
Weight 50-3-19 Cwt. W.A. Drysdale Cert. N° 64305 Tipton 12/11-30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 109.1 ft., R.Q.D. v ft., Bridge 130.1 ft., Forecastle 53.4 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Poop is joined to the Bridge deck

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

Official No. : Signal Letters

Is bottom of Vessel coated with cement Cement if not give

particulars of composition and Belumastic

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	146.6	496.-	Fore peak tank,	24	147 1/2
Double bottom, under Engines and Boilers,			After peak tank,	20.8	78.-
Double bottom, if under Engines only,	41.8	390.6	Deep tank, aft,	34.6	900.-
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	144.5	446.-	Other tanks, if fitted,		
	Total capacity of double bottom 1340.6		(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. 150

Date 17 Sept. 1929

Dates of Surveys held while building

21-22-26/3, 3.4-14-10-23-26/1, 1-5-6-7-8-14-16-20-26-31/1, 3-5-7-8-13-14-18-19-23-26-27-30/6, 3-5-9-11-12-15-16-26-31/4, 4-5-9/8, 1-4-6-8-10-15-16-17-25-26-27/9, 2-6-7-8-10-11-13-14-20-23-24-27-28-30/10, 1-3-5-14-17-21-26-28/11, 2-8-10-15-17-20-22/12-1930, 1-6-22-28-31/1, 2-5-13-24-25-26-28/2, 2-4-6-9-12-16-30/3, 3-8-9-13-15-21-27/4, 8-12-18-29/5, 5-6-10-12-25-29/16, 1-2-4/4, Total No. of Visits 122
1931

Is there

High

Seamless

Starting

Seamless