

STEEL STEAMER or MOTORSHIP.

Received at London Office

-7 JUN 1929

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 *27th May 1929*Port of *Rotterdam*No. *10466*Survey held at *Krimpen a/d IJssel*Date First Survey *16th November 1927*Last Survey *25th May*

1929

On the *(State if Machinery fitted Aft and**Single, Twin or Triple Screw)* *Steel single screw steamer "TJIBADAK"*State Type *(Full scantling, Complete Superstructure**with or without Tonnage Openings)* *Full scantling*State Type of Erections *Forecastle*TONNAGE under
Tonnage Deck... *6743.96*CLASS *100 A1*State if with freeboard
as condition of Class *Yes*Built at *Krimpen a/d IJssel*Do. 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) *L 431'6"*Launched *22/9-1928* Yard No. *587*

Total

Breadth (greatest moulded) *B 56'0"*Builders *D.V. Jd Gussen & Zonen*Gross Tonnage *7003.22*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) *D 37'0"*Owners *Java China Japan Lijn*Register Tonnage *4000.70*1st Longitudinal Number (L x D) *= 15965*Managers *"*2nd Numeral L x (B + D) *= 40129*

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

REGISTERED DIMENSIONS.
FEET.Length *433.25*Framing Depth "d," at middle of length. See
Sec. 3 (1d) *17'5"*Residence *Amsterdam*Breadth *56.20*Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel *11.665*Port of Registry *Batavia*Depth *34.0*Do. Long Bridge to top
of keel *27'11 7/8"*

If surveyed while building, afloat, or in dry dock

Building

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>34 1/2"</i>		Bracket Floors, Frame	<i>L 250 90 14 1/2</i>	
" " from 3/4 length to Collision bulkhead.....	<i>26"</i>		" " Reversed Frame	<i>L 250 90 11 1/2</i>	
" " in peaks.....	<i>24"</i>		" " Vertical Struts	<i>L 250 90 14 1/2</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>1170 x 15</i>	
Frame Amidships, Angle, E or F	<i>280 90 13 1/2</i>		" " top Angles	<i>90 90 14</i>	
" " Extends up to	<i>Two decks</i>		" " bottom Angles	<i>130 130 16</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>One 11</i>	
" " Extends up to...	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>1020 x 14 1/2</i>	
Depth of Framing Girder	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>150 150 13</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	<i>230 90 12 1/2</i>		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>150 150 13</i>	
" " Second 'tween Decks, Angle, E or F	<i>230 90 12 1/2</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	<i>Continuous plates 11 mm</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem.....	<i>Continuous plates 11 mm</i>	
Framing in Peaks, Angle or F	<i>230 90 12 1/2</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1900</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>5 1/4 and 4 3/4</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake ...	<i>1880 13 1/2</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>2 side stringers with deep frames as per approved plan.</i>		Thickness of remainder in Holds	<i>12 + 11 1/2</i>	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>Double webbed frames with extra side girders and floors at every frame</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 as per plan</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	<i>180 90 14 1/6</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " in way of Bridge, Angle, E or F	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, E or F	<i>✓</i>		Spacing	<i>34 1/2"</i>	
" " Through Plate or Intercoastal Plate...	<i>✓</i>		Second Deck, amidships, Angle, E or F	<i>220 90 13 1/2</i>	
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>34 1/2"</i>	
" " Flat Plate Keel Angles	<i>✓</i>		Third Deck, amidships, Angle, E or F	<i>220 90 11 1/2</i>	
Side Keelsons, No. each side	<i>✓</i>		Spacing	<i>34 1/2"</i>	
" " thickness of Intercoastal Plate...	<i>✓</i>		Fourth Deck, amidships, Angle, E or F	<i>220 90 11 1/2</i>	
" " Angles	<i>✓</i>		Spacing	<i>34 1/2 + 26"</i>	
DOUBLE BOTTOM.			Poop Deck, Angle, E or F	<i>✓</i>	
Solid Floors, thickness and spacing	<i>11 5'9" as on plans.</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, E or F	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>950 x 11</i>		Spacing		
" " breadth and thickness at margin plate	<i>900 x 11</i>		Forecastle Deck, Angle, E or F	<i>200 75 12</i>	
			Spacing	<i>26" + 24"</i>	

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. <i>Two widely spaced pillars with girders as per plan</i>					Stringer Plate, breadth and thickness in way of Bridge	✓			
<i>upper</i> in 'tween Decks, Size and Spacing.....	I	108 to 97 mm	} <i>spacing and intermediate sizes as approved plan</i>		Thickness of Plating abreast Deck openings in way of Wells	11-9½			<i>as per plan</i>
" 2nd " " "		255x12½ to 250x10 tubular			Thickness of Plating abreast Deck openings in way of Bridge	✓			
" in Holds " "		356x14 to 280x11 tubular			Thickness of Plating within line of openings...	11-8½	✓		
" " " " "		Pillars and girders under fore-castle as approved.			If Sheathed, material and thickness	<i>Teak 70 mm, except No 1 hold and deck tank.</i>			
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....		<i>In deck tank centre line bulk head</i>			Stringer Plate, breadth and thickness.....	1700 x 11+8½	✓		
Plating, thickness of		<i>Stiffeners L 180x75x10½</i>			If Plated, state thickness.....	11-8-7½	✓		
STRINGERS AND DECKS.		<i>plating 11½ to 7½ spaced 34½</i>			Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	✓			
Stringer Plate, breadth and thickness in Wells		1600 x 21			If Plated, state thickness	<i>(in No 1 hold)</i>			
" " " " in way of Bridge	✓					<i>as per plan</i>			
Angle in Wells		150 150 19	<i>as deck</i>		Poop Deck.				
Thickness of Plating abreast Deck openings in way of Wells		14 + 16			Stringer Plate, breadth and thickness	✓			
Thickness of Plating abreast Deck openings in way of Bridge	✓				Plating, Sheathing, material and thickness ...				
Thickness of Plating within line of openings...		10½ + 13			Bridge Deck.				
If Sheathed, material and thickness	<i>Teak 70 mm</i>				Stringer Plate, breadth and thickness.....	✓			
Second Deck.					Plating, Sheathing, material and thickness ...				
Stringer Plate, breadth and thickness in Wells...		1810 x 11+10½			Forecastle Deck.				
					Stringer Plate, breadth and thickness.....	<i>straight, 9</i>			
					Plating, Sheathing, material and thickness	<i>Steel 12½-7½</i>			
						<i>Teak 70 mm</i>			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>	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.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	1350	22 1/2	20 1/2	20 1/2		Double	1	4	III	1	4	Strapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ... 4	1860	18 1/2	12 1/2	12 1/2		Double	7/8	3 1/2	III / III	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes 1	1400	18 1/2	12 1/2	12 1/2		"	7/8	3 1/2	III / III	7/8	3 1/2	Lapped	
SIDE PLATING, No. of Strakes	1860	18	12	12		"	7/8	3 1/2	III	7/8	3 1/2	"	
UPPER DECK, Sheer- strake in Wells	1670	23	12	12		"	1	4	III / III	1	4	"	
UPPER DECK, Sheer- strake in Bridge ...													
STRAKE BELOW Sheer- strake in Wells	1670	20	12	12		"	1	4	III / III	1	4	"	
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING	✓												
BRIDGE SIDE PLATING ...	✓												
FOREC'TLE SIDE PLATING	1150		10 1/2			Single	3/4	3	I	3/4	2 5/8	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—			
Extending to Upper Deck (Sec. 3 c)	6		
Deck next below	2		
As per Rule	In total 7 See Census letter.		
STIFFENERS.		VERTICAL.	
MIDSHIP BULKHEAD, Upper tween decks		Horizontal.	
Second		Collisions	
Third		After Peak	
Holds			

FORGINGS and CASTINGS.

KEEL, Bar	Castings or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
STEM				
STERN FRAME				
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head				
heel				
how constructed				
double or single plate coupling, vertical or horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin Process.*
Vereinigete Stahlwerke Bochumer Verein, Gute Hoffnungs hütte Oberhausen.
 Has the Steel been tested as required by the Rules? *Yes by Surveyors at Steelworks.*

EQUIPMENT No. 41998												LETTER 87	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.	Cwts.			
1124	1st Bower ...	86	3	13	Hookless			61	17	2	0	442-2-0	Union Hookless	Dankmann	Dankmann 13-28 ✓
1125	2nd „ ...	86	3	6	„			61	17	2	0		„	Union.	„ M. Berg.
1126	3rd „ ...	86	3	2	„			61	17	2	0		„	„	„
	Collective weight.	260	1	21								207-0-0			
1127	Stream	21	1	0	5	3	26	21	18	0	14	20-2-0	Ordinary	„	„

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.	Stain- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.					Ins.	Fathoms.		Ins.	Fathoms.	Ins.
1727	150	2 1/2	112 1/2	157 1/2	510-0-0			844-1-0	300	2 1/8	Had	K.N.G. Leiden	14/8-28 v. Willem	wire	240	140	71	130	5 1/2
1751	150	2 1/2	112 1/2	157 1/2	508-1-12						"	K.N.G. Leiden	5/10-28 v. Willem	HAWSERS & WARPS	2x220x203			4x100	8
1669	90	1 3/4	55 1/2	77 1/2	149-3-16						"	K.N.G. Leiden	13/16-28 v. Willem	"	2x220x215			manilla	
Iron Stream Chain or Steel Wire	220	127		59					120	5				"	4x220x90	wire			

Steering Gear, Steam *Direct acting* Steering Gear, Hand *Double set of steam steering engine.*

Boats *12 lifeboats* Steering Chains, Size and Test ☒ Windlass *Turn steam patent.*

Ceiling in Holds, thickness and material *pitch pine 65 mm* Cargo Battens, thickness, material and spacing *150x50 mm distance 230 mm*

Cargo Hatchways.—(Upper Deck) *Steel and angle* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *26'0" x 16'0" No. 2 31'7" x 18'0" No. 3 11'6" x 16'0" No. 4 8'9" x 18'0" No. 5 28'9" x 18'0" No. 6 20'4 1/2" x 16'0"*

Number of Shifting Beams and/or Fore and Afters *N. I 5 webs; N. II 6 webs; N. III 1 web; N. IV 1 web; N. V 3 webs; N. VI 6 webs*

n. v. C. van der Giessen & Zonen's
Scheepswerven

Builder's Signature *[Signature]*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The workmanship was found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London office for record, in agreement with the instructions contained in Secretary's letters 14/2/8; 10/10; 10/11; 1927 and 25/1-1928 and Rotterdam letters 22/7; 29/7; 2/8; 19/8; 14/9; 17/9; 17/10; 30/10; 4/11; 17/11; 16/12; 15/12; 21/12; 1927 and 11/1-1928 respecting this case and in general conformity with the Society's Rules.

All double bottom tanks, fore and after peak tanks, wing tanks and fuel tanks have been tested by a head of water as required by the rules and found sound and tight. All bulkheads, tunnel, watertight doors and weather decks have been tested by hose and found tight. Trueboard has been marked on the vessel's sides, verified and cut in. Oil fuel burning all rule requirements comply with.

The amount of Entry Fee *sa l. 120.00* Fees applied for, *27/5 1929*

Special Survey Fee *4441.00* Received by me, *2300 p. 13/6/29*

Travelling Expenses, if any *157.00* „ *475 - 23/7/29 Hüb*

State whether the Vessel has been built under Special Survey *yes*

Certificate to be sent to *Rotterdam Surveyors* Date of issue *21/6/29*

I am of opinion the Vessel should be Classed *100 A1*

Signature *[Signature]* v. Heuvelen
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 14 JUN 1929*

Character assigned *+ 100 A1*

Lloyd's A+C P + L.M.C 5:29 C. 28
Added for Oil Fuel 5:29. F. Pabore 1500

Whitehls

[Signature]



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Lloyd's Register Foundation

0028 2 1/2

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.)

Certificates of stem, quadrant, Mudderhead, Outboard, stern frame, and tiller enclosed herewith, Census letter with translation regarding height of bulkheads enclosed.

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

1st Bower 56 Cwt; 2 Gns; 3 lbs; N° 3369 L.R. M. Berg 24/11-1927 Dortmund.
2nd " 56 " 1 " 24 ; N° 3370 L.R. " " 24/11-1927 "
3rd " 56 " 1 " 0 ; N° 3371 L.R. " " 24/11-1927 "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 55.36 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 upper deck sheathed

Official No. ; Signal Letters Is bottom of Vessel coated with cement yes if not give particulars of composition Bitumastic on floors and bilges

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity Tons.
Double bottom, aft,	123.6	362.	Fore peak tank,	26	184
Double bottom, under Engines and Boilers,			After peak tank,	10	43
Double bottom, if under Engines only,	23	9.0	Deep tank, aft,	23	856
Double bottom, if under Boilers only,	37.45	147	Deep tank, forward,		
Double bottom, forward,	159.	478	Other tanks, if fitted, Pipe bunkers at sides	51'-11"	771
	Total capacity of double bottom	1077	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 720
Date 22/7-1927
Dates of Surveys held while building
16-24-30/11; 8-12-30/12; 1927; 12-31/1; 10-20-24/2; 5-15-20-23-27-31/30;
4-13-17-20-23-26-30/4; 3-5-8-16-21-24-30/5; 2-5-7-11-15-20-26-29/6;
3-6-9-10-12-14-17-20-26-30/7; 2-6-9-13-16-24-28/8; 7-17-22-25-26-27-28-29/9;
12-17-30/10; 7-13-17-21/11; 4-13/12; 1928. 25/1; 25-26/3; 12/4; 1-7-15-16-17-25/5; 1929

Total No. of Visits 83