

State if Report is sent on the Machinery of the Vessel.....Yes.

Survey held at Kindred, Ky. Date First Survey 18th of January 1933 Last Survey 3rd of October, 1933

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Motor tugboat "ZWARTE ZEE"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Tug State Type of Erections Forecasts & Brigs combined

TONNAGE under Tonnage Deck. 600.78 CLASS \times 100 A1. State if with freeboard No. Built at Kinderdyk.

Do. of space of spaces
between Tonnage Dk.
and Upper Dk. } Length from fore part of stem to after part of stern } L 197.18
post on summer L.W.L. See Sec. 3 (1a) }
Launched 2 of June 1933. Yard No. 872.
Builders N.V. L. Smit & Zoon's Scheep-
werf, Rotterdam.

Total **Depth**, at middle of length from top of keel to top of beam at side of uppermost continuous **D** 12 36 **Owners** H. V. L. Smit & Co's Sleepdijnst

Gross Tonnage 792.71

Register Tonnage 77.43 1st Longitudinal Number (L x D)..... = 3817 ✓ Managers ✓
(Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS. Framing Depth "d," at middle of length, See } 14.70 Residence Rotterdam.

Length 198.38 Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.19 Port of Registry San Francisco

Breadth	32.2	Do.	Long Bridge to top of keel	17'-11"	If surveyed while building, afloat, or in dry dock
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Depth 15.3 Draught Moulded Hugboat Building -

FRAMES. DOUBLE BOTTOM AND BEAMS.

2m, 8, 28. T.

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.....	One		Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing. <i>forward</i> $2\frac{3}{4} \times 46$			Thickness of Plating abreast Deck openings in way of Wells		
" " " " " <i>aft</i> $2\frac{1}{2} \times 2\frac{1}{4} \times 46$			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds <i>one pillar</i> $8 \times 3 \times 3 \times \frac{3}{4} \times 46$			Thickness of Plating within line of openings...		
" <i>Bridge and fore-castle</i> $2\frac{1}{4} \times 46$			If Sheathed, material and thickness		
Centre Line Bulkhead , in forward deuplank.			Third Deck.		
Stiffeners and Spacing..... $L. 6 \times 3 \times 36 \times 23$			Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of42 .34		If Plated, state thickness.....		
STRINGERS AND DECKS. <i>Tunnelsides in after deuplank stiff</i> $7 \times 3 \times .34 \times 23$			Fourth Deck.		
Uppermost Continuous Deck. <i>plating</i> .34			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells $38 \times .40$			If Plated, state thickness		
" " " " in way of Bridge $38 \times .40$			Poop Deck.		
" Angle in Wells $3\frac{1}{2} \ 3\frac{1}{2} \ .40$			Stringer Plate, breadth and thickness	✓	
Thickness of Plating <i>abreast Deck openings</i> $16 \times .38 \ .34$			Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge40		Bridge Deck.		
Thickness of Plating within line of openings...	.30		Stringer Plate, breadth and thickness.....	33 x .30	
If Sheathed, material and thickness <i>pitch pine</i> $3\frac{1}{2}$			<i>and up plates</i> .36 .30 .24		
Second Deck.			Plating, Sheathing, material and thickness <i>pitch pine</i> 3"		
Stringer Plate, breadth and thickness in Wells... ✓			Fore-castle Deck.		
			Stringer Plate, breadth and thickness.....	.30	
			Plating, Sheathing, material and thickness38 - .28	
				<i>no sheathing</i>	

SHELL PLATING.


SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>not joggled.</i>			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.			Inches.	Inches.		Inches.	Inches.	
<i>BAR.</i> FLAT PLATE KEEL	<i>7 1/2</i>	<i>2 1/4</i>	<i>✓</i>			<i>Double</i>	<i>1"</i>	<i>5</i>	<i>✓</i>			
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes ...	<i>A 55</i>	<i>.46</i>	<i>.42</i>	<i>.42</i>		<i>Double</i>	<i>3/4</i>	<i>3</i>	<i>three.</i>	<i>3/4</i>	<i>2 5/8</i>	<i>A shapped.</i>
.....	<i>B 59</i>	<i>.42</i>	<i>.38</i>	<i>.42</i>	<i>B lapped.</i>							
BILGE PLATING, No. of Strakes	<i>C 59</i>	<i>.42</i>	<i>.60</i>	<i>.42</i>		<i>Double</i>	<i>3/4</i>	<i>3</i>	<i>three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>C lapped.</i>
.....	<i>D 59</i>	<i>.42</i>	<i>.60</i>	<i>.42</i>	<i>lapped.</i>							
SIDE PLATING, No. of Strakes	<i>E 59</i>	<i>.42</i>	<i>.60</i>	<i>.38</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>lapped.</i>
UPPER DECK, Sheer-strake in Wells.....	<i>G 45</i>	<i>.44</i>	<i>.38</i>	<i>.38</i>					<i>three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>shapped</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>G 45</i>	<i>.66</i>	<i>.60</i>						<i>three</i>	<i>7/8</i>	<i>3</i>	<i>strapped</i>
AT BREAK. STRAKE BELOW Sheer-strake in Wells.....	<i>F 48</i>	<i>.42</i>	<i>.60</i>	<i>.38</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>lapped</i>
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...		<i>.30</i>	<i>.30</i>	<i>-</i>		<i>Single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>two</i>	<i>5/8</i>	<i>2 1/4</i>	<i>lapped.</i>
and												
FORECASTLE SIDE PLATING												

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel —	6.
Extending to Upper Deck (Sec. 3 c)	5.
" Deck next below	1.
As per Rule	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
No. 18. FORWARD BULKHD FORW. DEEPT.	.42 .36	BA $150 \times 75 \times 7.5$	590	web 310×10	
MIDSHIP BULKHD , Upper tween decks	.42 .36 .32	BELOW TANKDK		web 300×10	
No. 33. FORW. BULKHD. MOTORROOM	.42 .36 .32	ABOVE TANKDK	610	FLAT DEEPTANK	
No. 62. AFTER BULKHD. MOTORROOM	.42 .36 .32	BELOW TANKDK	610	FLAT DEEPTANK.	
No. 80. AFTER BULKHD AFTER DEEPT.	.42 .36 .32	ABOVE TANKDK	600	STEPPED TWO FRAME SP.	
No. 78. BULKHD. ABOVE DEEPTANK	.42 .36 .32	BELOW TANKDK	750	FLAT FORE-PEAKTANK	
COLLISION No. 9. (in Hold)	.36 .30	ABOVE TANKDK	600.	STEPPED ONE FRAME SP.	
AFTER PEAK No. 92	.64 .36	BELOW TANKDK	440.		
	.30 .26	ABOVE TANKDK	750		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	forging	$7\frac{1}{2} \times 2\frac{1}{4}$	rolled material.	
STEM	"	$7 \times 1\frac{3}{4}$	rolled material.	
STERN FRAME { Propeller Post  Rudder "	"	150 x 152	N. V. Werkspoor. ✓	
RUDDER—A x D				Specially constructed rudder as per plan
Speed of Vessel				17 knots at trial ✓
RUDDER mainpiece at head ...	forging	$380/304$ mm dia.	bottom pinle 180 mm dia. Oberbilker Stahlwerk.	✓
" " heel ...				single plate as per plan. ✓
" how constructed				16 mm sheathed with wood. ✓
" 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.*
Dorman Long & Co Ltd; Colvilles Ltd; S. A. d'Angleur - Athus; Gutehoffnungshutte;
Vereinigte Stahlwerke Hoerder Verein;
 Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel Works.*

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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.)

Midship Section. approved 8-10-32.
Profile and Decks. " 14-12-32.
Forepeak and oil fuel bunker. " 18-11-32.
Afterpeak and oil fuel bunker. " 18-11-32.
Sections over afterbody. " 18-11-32.
Bulkheads forebody Nos 9-12-18-33. " 18-11-32.
Bulkheads afterbody Nos 62-78-80-90-92. " 29-10-32.
Motor Seating. " 14-12-32.
Forged Steel Sternframe. " 11-1-33.
Rudder.

Forging Certificates of Sternframe and Rudder attached herewith.

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

1st Bower Head 13-2-5. F.K. Dusseldorf No 38-2-1-31; Shank 5-2-26. F.K. No 5-3-1-31.
2nd " " 13-2-14. F.K. " No 37-2-1-31; " 5-2-21. F.K. No 6-2-1-31.
3rd " " 13-1-18. F.K. " No 36-2-1-31; " 5-3-4. F.K. No 4-2-1-31.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 115.3 ft., Forecastle ☒ ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒ & fore. combined.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Qk.

Official No. ; Signal Letters

Is bottom of Vessel coated with cement Yes if not give

particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capac Tons.
Double bottom, aft,			Fore peak tank,	16.4	11.5
Double bottom, under Engines and Boilers (lubric. oil)	28.75	13.2	After peak tank,	12.0	8.0
Double bottom, if under Engines only, (cooling water)	15.3	23.5	Deep tank, aft, (oil fuel)	34.3	138.0
Double bottom, if under Boilers only,			Deep tank, forward, (oil fuel)	28.5	130.0
Double bottom, forward,			Other tanks, if fitted, (reserve oil fuel)	24.75	32.5
Total capacity of double bottom		36.4	(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. 816.

Date 18.1.1933.

Dates of Surveys held while building

18-24/1; 9-16-24/2; 3-9-20-30/3; 5-12-14-21-25-28/4; 5-9-12-22-20-31/5;
2-9-12-21-23-27-30/6; 4/7; 1-13-22-25-27/9; 3/10-1933.

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Total No. of Visits 35.