

STEEL STEAMER or MOTORSHIP.

Received at London Office 18 JAN 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 *4th January 1929* Port of *Amsterdam* No. *11320*Survey held at *Amsterdam* Date First Survey *4th June 1927* Last Survey *20th December 1928*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motor vessel POELAU-LAUT*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling* State Type of Erections *Tower, Mast, Bridge and Funnel*TONNAGE under Tonnage Deck *7982.71* CLASS *+100 A1* State if with freeboard as condition of Class ☒ Built at *Amsterdam*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 490.*Total Breadth (greatest moulded) *B 61.*Gross Tonnage *9272.45* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36'-9"*Register Tonnage *5659.71* 1st Longitudinal Number (L x D) *= 18004*2nd Numeral L x (B + D) *= 47894*REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *36'-9"*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.4*Do. Long Bridge to top of keel *10.9*Draught Moulded *28'-10"*Residence *Amsterdam*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.
AMES, Spacing amidships	32		Bracket Floors, Frame	10 3 1/2 .50 9 1/2 x 3 1/2 x .56
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	9 3 1/2 .56
" " in peaks	24		" " Vertical Struts	9 3 1/2 .56
DE FRAMING.			Centre Girder, depth and thickness amidships	49 x .66
Frame Amidships, Angle <i>E or F</i>	11 3 1/2 .48		" " top Angles <i>double</i>	3 1/2 3 1/2 .60
" " Extends up to	<i>Upper deck but alternate frames cut down to 8 1/2 x 3 1/2 x .48 above upper tween deck</i>		" " bottom Angles <i>double</i>	5 5 .66
Reversed Frame Amidships, Angle	<i>upper tween deck</i>		Side Girders, No. each side and thickness	<i>two .48</i>
" " Extends up to	<i>all bulb angle frames</i>		Margin Plate depth (excl. of flange) and thickness	3'-7" x .60
Depth of Framing Girder	"		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 x 3 1/2 .54
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or F</i>	8 1/2 3 1/2 .48		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 x 5 x .52
" " Second 'tween Decks, Angle <i>E or F</i>	11 3 1/2 .48		" " Gussets, spacing and scantling abaft 1/2 len. from stem	3 1/2 x 3 1/2 .44 <i>double frame</i>
" " Third " " "	" " "		" " Gussets, spacing and scantling forward 1/2 len. from stem	" " "
Framing in Peaks, Angle <i>E or F</i>	9 1/4 3 1/2 .44		Tank Side Brackets, height above base line at toe of Frame and thickness	6'-4" x .54
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>1" rivets spaced 4" apart</i>		INNER BOTTOM PLATING.	
State if Frame Joggled	<i>yes amply kept</i>		Breadth and thickness of Middle Line Strake	4'-0" x .56
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	<i>12 3 1/2 .56 deep frames. Total stringer fitted spaced 6'-6" apart</i>		Thickness of remainder in Holds	.48
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>double riveted shell angles 6 x 6 x .56 and side girders fitted spaced 4'-3" apart</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	<i>double bottom</i>		Uppermost Continuous Deck, amidships in Wells, Angle <i>E or F</i>	9 3 1/2 .52
Height of Brackets at side above base line at toe of frame	<i>fitted</i>		" " in way of Bridge, Angle <i>E or F</i>	9 3 1/2 .52 54 as approved
Middle Line Keelson, on Floors, Angles, <i>E or F</i>	<i>all</i>		Spacing	32 x 27
" " Through Plate or Intercoastal Plate	<i>over</i>		Second Deck, amidships, Angle <i>E or F</i>	10 3 1/2 .46
" " Foundation Plate on Floors			Spacing	32 x 27
" " Flat Plate Keel Angles			Third Deck, amidships, Angle <i>E or F</i>	10 3 1/2 .56
Side Keelsons, No. each side			Spacing	32 x 27
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle <i>E or F</i>	11 3 1/2 .50
" " Angles			Spacing	27
DOUBLE BOTTOM.			Poop Deck, Angle <i>E or F</i>	8 3 .44
Solid Floors, thickness and spacing	<i>.48 at every 1/2 frame</i>		Spacing	32 x 24
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Bridge Deck, Angle <i>E or F</i>	9 3 1/2 .44
Bracket Floors, breadth and thickness at middle line	3'-0" x .48		Spacing	32
" " breadth and thickness at margin plate	3'-0" x .48		Forecastle Deck, Angle <i>E or F</i>	8 3 .48
			Spacing	27 x 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.....	<i>two</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>5-9 x .40</i>	
" in 'tween Decks, Size and Spacing.....	<i>14x.54 spaced 32'-0"</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>.42</i>	
" " " " " "	<i>18x.60 spaced 32'-0"</i>	<i>as per plan</i>	Thickness of Plating abreast Deck openings in way of Bridge	<i>.42 as approved</i>	
" in Holds " "	<i>21x.40 spaced 32'-0"</i>		Thickness of Plating within line of openings...	<i>.36</i>	
" " " " " "	<i>and as per approved plan</i>		If Sheathed, material and thickness	<i>no</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	<i>5-9 x .40</i>	
Plating, thickness of			If Plated, state thickness.....	<i>.36</i>	
STRINGERS AND DECKS.			Fourth Deck. only in N^o 1 hold		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>.40</i>	
Stringer Plate, breadth and thickness in Wells	<i>7-11 x 1.00</i>	<i>doubling fitted at breaks as approved</i>	If Plated, state thickness	<i>.40</i>	
" " " " in way of Bridge	<i>7-11 x .46</i>		Poop Deck.		
" Angle in Wells	<i>7 x 7 x 1.04</i>		Stringer Plate, breadth and thickness	<i>.38</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>.90</i>		Plating, Sheathing, material and thickness ...	<i>.38</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>.50</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>.42 as approved</i>		Stringer Plate, breadth and thickness.....	<i>7-9 x .62</i>	
If Sheathed, material and thickness	<i>2 3/4 inch</i>		Plating, Sheathing, material and thickness ...	<i>.60</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>5-9 x .46</i>		Stringer Plate, breadth and thickness.....	<i>.38</i>	
			Plating, Sheathing, material and thickness ...	<i>.38 x 30</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		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.	
FLAT PLATE KEEL	<i>4'-8"</i>	<i>.94</i>	<i>.82</i>	<i>.82</i>		<i>double</i>	<i>1 4</i>	<i>III</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
" DELG. (if any)											
BOTTOM PLATING, No. of Strakes	<i>8-4 3/4</i>	<i>.76</i>	<i>.56</i>	<i>.56</i>		<i>double</i>	<i>1 4</i>	<i>III</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes	<i>8-4 3/4</i>	<i>.76</i>	<i>.56</i>	<i>.56</i>			<i>1 4</i>	<i>III</i>	<i>1</i>	<i>4</i>	<i>double shape 1/2 Lapped at ends</i>
SIDE PLATING, No. of Strakes	<i>8-2</i>	<i>.72</i>	<i>.50</i>	<i>.50</i>			<i>1 4</i>	<i>III</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
UPPER DECK, Sheer-strake in Wells.....	<i>5-9</i>	<i>1.14</i>	<i>.50</i>	<i>.50</i>	<i>doubling fitted at breaks as approved.</i>		<i>1 1/8 4</i>	<i>III</i>	<i>1 1/8</i>	<i>4 1/2</i>	
UPPER DECK, Sheer-strake in Bridge K.	<i>5-9</i>	<i>.72</i>					<i>1 4</i>	<i>III</i>	<i>1</i>	<i>4</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>8-2</i>	<i>.72</i>	<i>.50</i>	<i>.50</i>			<i>1 4</i>	<i>III</i>	<i>1</i>	<i>4</i>	
STRAKE BELOW Sheer-strake in Bridge J.	<i>8-2</i>	<i>.72</i>					<i>1 4</i>	<i>III</i>	<i>1</i>	<i>4</i>	
POOP SIDE PLATING				<i>.42</i>		<i>single</i>	<i>3/4 3</i>	<i>II</i>	<i>3/4</i>	<i>2 5/8</i>	
BRIDGE SIDE PLATING ...	<i>8-5</i>	<i>.72</i>				<i>double</i>	<i>1 4</i>	<i>V</i>	<i>1</i>	<i>4 1/2</i>	
FORECASTLE SIDE PLATING			<i>.44</i>			<i>single</i>	<i>3/4 3</i>	<i>II</i>	<i>3/4</i>	<i>2 5/8</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c) <i>7 including Collision bulkhead</i>	
" Deck next below <i>1 (after peak tank bulkhead)</i>	
As per Rule	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	<i>.26</i>	<i>6 1/2 x 34</i>	<i>30"</i>	<i>all as</i>	
" " Second "	<i>.31</i>	<i>5 6 x 34</i>	<i>30"</i>	<i>approved.</i>	
" " Third "		<i>6 1/2 x 34</i>			
" " Holds	<i>.43-34</i>	<i>3 1/2 x 52</i>	<i>30"</i>		
COLLISION " (in Hold)	<i>54-34</i>	<i>3 x 44</i>	<i>24"</i>	<i>15 x 44 6'-6"</i>	
AFTER PEAK " " 	<i>52-32</i>	<i>3 x 44</i>	<i>24"</i>	<i>tunnel recess</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>flat plate keel</i>			
STEM	<i>upper part forged 10 3/4 x 28</i>		<i>Societe Anonyme d'Outillage de la Marne</i>	
	<i>lower part cast steel</i>		<i>Wichowitzer Bergbau Eisenwerk</i>	
STERN FRAME { Propeller Post	<i>cast steel</i>		<i>of Wichowitzer</i>	
{ Rudder		<i>section</i>		
RUDDER—A x D.....		<i>579</i>		
Speed of Vessel.....		<i>15 knots</i>		
RUDDER mainpiece at head ...	<i>forged</i>	<i>11 7/8</i>		
" " heel ...	<i>cast</i>	<i>Vertz molder</i>		
" how constructed				
" double or single plate		<i>double plated</i>		
" coupling, vertical or horizontal.....		<i>horizontal</i>		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Open Hearth process</i>
	<i>Societe Anonyme d'Atus-Lavegnie, Vereinigte Stahlwerke, David Cameron & Co. Ltd., David Colclough & Co. Ltd., August Thyssen-Hutte, Gesellschaft, Societe Anonyme d'Outillage de la Marne, The Lamark Steel Co. Ltd.</i>
	Has the Steel been tested as required by the Rules? <i>yes</i>

EQUIPMENT No. 50312												LETTER G +		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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Owts.			
1241	1st Bower ...	85	3	18	stockless			61	14	0	0	85 1/2	Hall's patent	~	20-9-28 Rotterdam
1246	2nd „ ...	85	2	4	„	„	„	61	14	0	0		„ „ „	~	26-9-28 „ „
1212	3rd „ ...	44	0	0	„	„	„	56	15	0	0		„ „ „	~	3-7-28 „ „
	Collective weight.	245	1	22								-244 1/2			
498	Stream	25	1	14	6	1	12	25	1	2	7	25	Ordinary stock	E Turbot.	20-3-28 Antwerp

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.	
1737	300	2 1/16	116 3/10	163 3/8	1044-3-25	989			300	2 1/16	steel wire	Ron. Ned.	24-8-28		TOWLINE...					
												Grafsmeeleer	Rotterdam		HAWSERS & WARPS	130	6	85	130	6
												Liiden	P.O. Wellemse.		" 4x100	2 3/4	15 1/2	4x100	2 3/4	
Iron Stream Chain or Steel Wire	120	5 1/4		65	/				120	5 1/4	steel wire				"					

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

Boats *16 life boats* Steering Chains, Size and Test *✓* Windlass *electric windlass*

Ceiling in Holds, thickness and material *2 1/2 pitch pine* Cargo Battens, thickness, material and spacing *6"x2" spaced 7" (pitch)*

Cargo Hatchways.—(Upper Deck) *steel and angle bar* Thickness of Hatches *2 1/2 pine*

Size of No. 1 Hatchway (Forward) *24-0x20-0* No. 2 *32-0x20-0* No. 3 *34-0x20-0* No. 4 *13-4x20-0* No. 5 *29-4x20-0* No. 6 *24-0x20-0*

Number of Shifting Beams and/or Fore and Afters *N^o 1 hatch = 4, N^o 2 hatch = 5, N^o 3 hatch = 5, N^o 4 hatch = 2, N^o 5 hatch = 5, N^o 6 hatch = 4, shifting beams.*

Builder's Signature

NEDERLANDSCHE SCHEEPSBOUW-MAATSCHAPPIJ

GENERAL DECLARATION

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 after peak tanks, deep tank, oil fuel bunkers, settling tank and double bottom tanks, tested with a head of water as required by the Rules and found sound and tight. Weather decks, watertight bulkheads, tinned and W.T. doors have been tested by hose and found tight.

Treeboard marking verified and out in the vessel's side.

Five forging certificates are sent here with.

The amount of Entry Fee £132:- : Fees applied for,

Special Survey Fee.... £5182:- : 19

Treeboard 180

Travelling Expenses, if any £ 106:- : Received by me, 30-1-29

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

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

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Amsterdam Survey* Date of issue *30/1/29*

Committee's Minute *TUE. 29 JAN. 1929*

Character assigned *+100 AI*

+L.M.C. 1.29 Oil Engines

25 B 1/2 lb

Ch.



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Lloyd's Register Foundation

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.S. "POELAU-ROEBIAH" Messrs Rotterdamse Droog dock Maat 4
yard N^o 144

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

1st Bower Weight: 50-3-19 Cwt, H. A. Black. Number of Cert: 924 Antwerp 11-7-28.
2nd " Weight: 53-1-4 Cwt H. A. Black. Number of Cert: 950 Antwerp 21-8-28
3rd " Weight 46-2-1 Cwt Arnold Bennett, Number of Cert 2021 Antwerp 30-5-28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 43.05 ft., R.Q.D. " ft., Bridge 178.4 ft., Forecastle 62.1 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) 3 steel decks

Official No. ; Signal Letters Is bottom of Vessel coated with cement. Cement if not give
particulars of composition and bitumastic

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	122.4	330	Fore peak tank,	24	94
Double bottom, under Engines and Boilers,	21.3	152	After peak tank,	12.4	44
Double bottom, if under Engines only, used for oil			Deep tank, aft,	29.3	96.5
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	22.4	91.5	Other tanks, if fitted,		
	Total capacity of double bottom	1397	(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. 132

Date 4-6-'24

Dates of Surveys
held while building

4-11-13-20-28/4, 2-10-15-19-30/8, 3-8-13-19/9, 4-10-19-20/10
1-4-9-14-22-28/11, 1-6-12-20-23-28/12-1927
3-10-24-31/1, 2-6-14-17-20-22-28/2, 2-5-7-9-12-13-17-20-21-23-26-27-29-30/3
4-10-12-16-17-19-20-23-26-27-28/4, 1-2-7-8-11-14-18-21-29-30/12-13-15-19-20-26-28/5
3-7-10-12-13-16-18-19-23-25-27-31/4, 1-4-13-27-30/8, 1-4-8-14-17-20-26-28/9, 3-5-9-13-16-20-26-27-31/10, 9-13-23/11, 1-6-7-10-11-13-17-19-22-28/12-1928
Total No. of Visits 131