

## STEEL STEAMER OR MOTORSHIP.

Amsterdam report 16443<sup>A</sup>

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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 6-11-47 Port of Amsterdam No. 38415Survey held at Amsterdam Date First Survey 15<sup>th</sup> October Last Survey 27<sup>th</sup> October 1947On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) single screw as "Amstel diep" or "Robert Fruin"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Liberty E.C.2 type complete superstructure without tonnage opening State Type of Erections —TONNAGE under Tonnage Deck 6696.52 CLASS 100 A1 State if with freeboard as condition of Class yes Built at Portland Oregon USADo. 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) 417.75 Launched 1943 Yard No. 2011Total 6696.52 Breadth (greatest moulded) 56.9 Builders Oregon Shipbuilding Corp.Gross Tonnage 7229.49 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 27.53 Owners Royal Netherlands GovernmentRegister Tonnage 4429.65 1st Longitudinal Number (L x D) 15594 Managers N.V. Reedery "Amsterdam" (Where necessary to be entered in Reg. Book)REGISTERED DIMENSIONS. FEET Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.9 Residence 's-Gravenhage.h 129.09m = 423.52ft Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.18 Port of Registry 's-Gravenhage.th 17.37m = 56.96 Do. Long Bridge to top of keel — If surveyed while building, afloat, or in dry dock10.62m = 34.84 Draught Moulded 27' 8" afloat and in dry dock

## 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.....			Bracket Floors, Frame .....		
"    "    from $\frac{3}{4}$ length amidships to Collision bulkhead.....			"    "    Reversed Frame.....		
"    "    in peaks .....			"    "    Vertical Struts .....		
DE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, $\square$ or $\square$ .....			"    "    top Angles .....		
"    "    Extends up to.....			"    "    bottom Angles.....		
Reversed Frame Amidships, Angle .....			Side Girders, No. each side and thickness.....		
"    "    Extends up to .....			Margin Plate depth (excl. of flange) and thickness .....		
Depth of Framing Girder.....			"    "    Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem .....		
Frames in Uppermost Continuous 'tween Decks, Angle, $\square$ or $\square$ .....			"    "    Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area .....		
"    "    Second 'tween Decks, Angle, $\square$ or $\square$ .....			"    "    Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....		
"    "    Third .....			"    "    Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area .....		
"    "    from $\frac{1}{2}$ len. for'd. to 15% len. from Stem .....			Tank Side Brackets, height above base line at toe of Frame and thickness		
"    "    in Peaks, Angle or $\square$ .....			INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships .....			Breadth and thickness of Middle Line Strake...		
State if Frame Joggled.....			Thickness of remainder in Holds .....		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or 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?.....		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? .....			BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, $\square$ or $\square$ .....		
"    "    Depth and thickness at mid-line in Holds.....			"    "    in way of Bridge, Angle, $\square$ or $\square$ .....		
"    "    Height of Brackets at side above base line at toe of frame.....			"    "    Spacing .....		
"    "    Middle Line Keelson, on Floors, Angles, $\square$ or $\square$ .....			Second Deck, amidships, Angle, $\square$ or $\square$ .....		
"    "    Through Plate or Inter-costal Plate .....			"    "    Spacing .....		
"    "    Foundation Plate on Floors .....			Third Deck, amidships, Angle, $\square$ or $\square$ .....		
"    "    Flat Plate Keel Angles .....			"    "    Spacing.....		
"    "    Keelsons, No. each side.....			Fourth Deck, amidships, Angle, $\square$ or $\square$ .....		
"    "    thickness of Inter-costal Plate.....			"    "    Spacing.....		
"    "    Angles .....			Poop Deck, Angle, $\square$ or $\square$ .....		
"    "    Spacing .....			"    "    Spacing.....		
"    "    Bridge Deck, Angle, $\square$ or $\square$ .....			"    "    Spacing.....		
"    "    Spacing.....			Forecastle Deck, Angle, $\square$ or $\square$ .....		
"    "    Forecastle Deck, Angle, $\square$ or $\square$ .....			"    "    Spacing.....		
"    "    Spacing.....					



PILLARS AND DECKS.				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.
<b>PILLARS, No. of Rows</b> .....				Stringer Plate, breadth and thickness in way of Bridge .....			
" in 'tween Decks, Size and Spacing .....				Thickness of Plating abreast Deck openings in way of Wells .....			
" " " " " .....				Thickness of Plating abreast Deck openings in way of Bridge .....			
" in Holds " " " .....				Thickness of Plating within line of openings .....			
" " " " " .....				If Sheathed, material and thickness .....			
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing .....				Stringer Plate, breadth and thickness .....			
Plating, thickness of .....				If Plated, state thickness .....			
<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				If Plated, state thickness .....			
" " " " in way of Bridge				<b>Poop Deck.</b>			
" Angle in Wells .....				Stringer Plate, breadth and thickness .....			
Thickness of Plating abreast Deck openings in way of Wells .....				Plating, Sheathing, material and thickness .....			
Thickness of Plating abreast Deck openings in way of Bridge .....				<b>Bridge Deck.</b>			
Thickness of Plating within line of openings .....				Stringer Plate, breadth and thickness .....			
If Sheathed, material and thickness .....				Plating, Sheathing, material and thickness .....			
<b>Second Deck.</b>				<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells				Stringer Plate, breadth and thickness .....			
				Plating, Sheathing, material and thickness .....			

[illegible]

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	Any Repairs from Appr. Plans to be
Extending to Upper Deck (Sec. 3 c) <u>7 per letter 2-1-48.</u>									
,, Deck next below									
As per Rule									
						STIFFENERS.			
Plating Thickness.						VERTICAL.		HORIZONTAL.	
						Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks									
,, Second ,,									
,, Third ,,									
,, Holds .....									
COLLISION ,, (in Hold) .....									
AFTER PEAK ,, .....									
STEEL.						Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)			
Has the Steel been tested as required by the Rules?									

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TANK 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.				
2	1st Bower	75	0	0	✓			no cert.			68-0-0	} Baldt type	Baldt	
	2nd "	75	0	0	✓			marks properly visible					Anchor chain	
PA 25820	3rd "	75	0	0	✓			56	2	0	26		4 Forge Co.	Shd. Pa. 6-1-47
	Collective weight	225	0	0	✓						194-6-0		Chesler P.A.	Ed. Byrne (See 25820)
	Stream	27	0	0	✓			no cert.			19-0-0			

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.	
			Stain.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Fathoms.	Ins.
	Length.	Diam.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.					Fathoms.	Ins.		Fathoms.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.
									special cast steel stud link			TOWLINE	12.0	5"		12.0	4 3/4"
PH 50 458 PH 50 459	15 13	2 1/16 2 1/16	100 1/2 100	152 1/2	104	0	0	0	N.A.C.C. Nat. Malleable 6 ft. Cast Co. Sharon Pa	Pitts.burgh 3-2-78 J.B. Riel (Lanc. A.B.S.)		HAWSEARS & WARPS					
	3.00	2 1/16 Cir.							2.70	2 1/16 Cir.			2.70	8"	2.90	8 1/4"	
													1 x 120	10"	2.90	2 1/4	5 1/2"
Iron Steam Cable Wire	1.50	5"							9.0	5"	no cert. A.N.A. Cable.			2.90	5 1/4"	2.90	7 1/2"

Steering Gear, Type (Power or hand) \_\_\_\_\_ Alternative Means of Steering \_\_\_\_\_

Steering Chains (Size and Test) \_\_\_\_\_ Windlass \_\_\_\_\_ Boats \_\_\_\_\_

Ceiling in Holds, thickness and material *fitting see Rpt 8.* Cargo Battens, thickness, material and spacing *Cargo battens fitted in accordance with Rule requirements. see letter 2-1-48*

Cargo Hatchways.—(Upper Deck) \_\_\_\_\_ Thickness of Hatches \_\_\_\_\_

Size of Hatchways No. 1 (Fwd.) \_\_\_\_\_ No. 2 \_\_\_\_\_ No. 3 \_\_\_\_\_ No. 4 \_\_\_\_\_ No. 5 \_\_\_\_\_ No. 6 \_\_\_\_\_

Number of Shifting Beams  
and/or Fore and Afters } \_\_\_\_\_

Builder's Signature \_\_\_\_\_

The vessel was originally built under the Special Supervision of the Surveyors to the American Bureau of Shipping and classed with that Society. ✓  
The scantlings and arrangements have been examined where exposed and found to be in accordance with the plans. ✓  
The Special Survey for Classification has been commenced and the vessel's condition, standard of workmanship, as now seen, is considered to be good and satisfactory. ✓  
Oil can be carried as fuel in Nos 1, 2, 3, 5 & 6 db tanks, in the aft (Nos) deep tanks and in the settling tanks per F.P. above 150° F.  
Steering gear, windlass and bilge suction examined under working conditions and found satisfactory. ✓

Please see also General Remarks

The amount of Entry Fee..... £ *✓* : *10-11-1947* Fees applied for,  
Special Survey Fee...*£ 2500* *120000* Received by me,  
Travelling Expenses, if any ..... *£ 17.00* 19  
State whether the Vessel has been built under Special Survey *no*  
Certificate to be sent to *Amsterdam Surveyors* Date of issue

(Special notations, where part of class, to be stated.)  
*partly* *electr welded* Fitted for oil fuel  
Flash point above 150°F  
I am of opinion the Vessel should be Classed *100 A1*  
(when Special Survey completed)  
Signature *H. J. J. J.*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
 Character assigned \_\_\_\_\_  
 10071 subject  
 Classification contemplated  
 10.47 Ams Examined 10.47  
 Write ~~not~~  
 " Ams (Rem)  
 135 10.47 subject  
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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.)

This vessel is a typical Liberty ship, formerly classed with A.B.S.

Classification with Lloyd's Register has been requested by the Netherlands Ministry of Shipping on behalf of the Royal Netherlands Government (the present Owners).

The greater part of the classification Survey has been held. (please see Report 8)

The following plans of the vessel are sent herewith:

S11-11-13 Midship Section.

S11-1-5 } Shell expansion.

S11-1-4 }

S11-5-1 O.T. & W.T. Trans. B.H.S.

Only a few plans were available on board.

#### Equipment.

Anchor & chain cables ranged & examined. Found on board 3 Bower & 1 stream anchor (all stockless, Baldt type) and 500 fathoms (2x10x15) stud link special cast steel cables, all in good condition (2 lengths of which Naco type).

The certificates of the two bower anchors, the stream anchor and of 270 fathoms chain cable were not available and the marks only partly visible, the equipment however is in a good and efficient condition and in my opinion may be approved. The Owners are trying to trace the missing certificates.

The rudder has been disconnected and reinforced (please see report 8) and tested. Dignum vitae liner in top bearer replaced by brass liner.

Structural reinforcements as for "jam" ships were found effected to the vessel's hull. W.T. hinged door still to be replaced by sliding door, capable of being operated from upper deck.

#### PARTICULARS OF ELECTRIC WELDING (if employed)

This vessel is, with the exception of the shell side frames, which are riveted to the side plating, all electrically welded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Partly electrically welded. Cruiser stern. Direction finder. Echo sounding device Gyro compass. Fitted for oil fuel. Flash point above 150°F.

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

1st Bower

2nd "

3rd "

No particulars available.

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 or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. ☒ Signal Letters **PHCI** Extreme Breadth ~~over Bolting~~ **57.19'** Over-all Length **441.5'** (Circ. 1611) (including reinforcement straps) (Circ. 1703)

No. and Material of Decks **2 dks (steel)**

Parts of Bottom of Vessel coated with cement or approved composition **fore peak & after peak tanks.**

Particulars of composition (if fitted) and of approval ☒

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, <b>Nos 5 &amp; 6.</b>	<b>139.35</b>	<b>161</b>	Fore peak tank,	<b>23</b>	<b>145</b>
Double bottom, under Engines and Boilers, <b>No 4</b>	<b>50.75</b>	<b>132</b>	After peak tank,	<b>24</b>	<b>155</b>
Double bottom, if under Engines only, <b>Cofferdam</b>	<b>2.5</b>		Deep tank, aft, <b>Nos 1 &amp; 2.</b>	<b>20.5</b>	<b>779</b>
Double bottom, if under Boilers only, <b>Dry tank</b>	<b>2.0</b>	<b>1 tank</b>	Deep tank, forward, <b>Nos 1 &amp; 2.</b>	<b>20.5</b>	<b>648</b>
Double bottom, forward, <b>Nos 1, 2 &amp; 3.</b>	<b>183.25</b>	<b>736</b>	Other tanks, if fitted, <b>Fresh water tanks in fwd. part</b>	<b>12.5</b>	<b>56</b>
Total length (if continuous) and Capacity	<b>368.25</b>	<b>1229</b>	(If necessary furnish further information by sketch, <b>see letter 2.1.48.</b>	<b>20.</b>	<b>102</b>

Order for Special Survey No. \_\_\_\_\_

Date \_\_\_\_\_

Dates of Surveys ☒ while building ☒ under Survey

**October 15, 16, 18, 20, 21, 22, 23, 24, 27 1947**



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