

STEEL STEAMER or MOTORSHIP.

Received at London Office

17 SEP 1945

WRECK
SECTIONWRECK
SECTION

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 *10th of January 1941* Port of *Rotterdam* No. *28970^a*

Survey held at *Rotterdam* Date First Survey *?* Last Survey *11th of December 1940*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *steel single screw motor tanker "PAPENDRECHT"* Machinery fitted aft *✓*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling, now named EMPIRE SALVAGE* State Type of Erections *Poop and Forecastle*

TONNAGE under Tonnage Deck... *9642.43* CLASS *100 A1* State if with freeboard as condition of Class *No* Built at *Rotterdam*

Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 488.0* Launched *17th of April 1940* Yard No. *220*

Total Breadth (greatest moulded) *B 73.0* Builders *Rotterdamsche Droogdok Maats^{ch} N.V.*

Gross Tonnage *10746.04* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35.42* Owners *Stoomv. Maats^{ch} "De Maas" N.V.*

Register Tonnage *6367.03* 1st Longitudinal Number (L x D) *= 17.285* Managers *N. V. Ph. van Ommeren Scheepvaart bedrijf*
(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) *= 52.909* Residence *Rotterdam*

REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.78* Port of Registry *Rotterdam*

Length *494.5* Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.78* If surveyed while building, afloat, or in dry dock

Breadth *73.2* Do. Long Bridge to top of keel *28' 13/4"* Building

Depth *35.6* Draught Moulded *28' 13/4"*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES m/m	Any Departure from Approved Plans to be Noted.		INCHES m/m	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	810	✓	Bracket Floors, Frame	✓	
" " from $\frac{1}{2}$ length amidships to Collision bulkhead.....	685	✓	" " Reversed Frame	✓	
" " in peaks.....	610	✓	" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships <i>1275 x 14</i>	✓	
Frame Amidships, Angle, \square or \square	250 90 12	for longitudinal framing see separate sheet	" " top Angles	electric welded	
" " Extends up to	upperdeck		" " bottom Angles	130 130 13	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	2 15 1/2	
" " Extends up to...			Margin Plate depth (excl. of flange) and thickness	hanktop straight to ships side	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side		
Frames in Uppermost Continuous tween Decks, Angle, \square or \square	250 90 11	✓	" " Bracket abaft $\frac{1}{2}$ len. from stem		
" " Second tween Decks, Angle, \square or \square	✓		" " Vertical Angle to Tank side		
" " Third " " " "	✓		" " Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem.....	300 90 13 280 90 12	✓	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....		
" " in Peaks, Angle or \square	230 90 11	✓	" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area.....		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 - 5 1/2 dia. and as approved	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
State if Frame Joggled	Yes		INNER BOTTOM PLATING. MOTORROOM		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Breadth and thickness of Middle Line Strake ...	2670 x 13.5	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		Thickness of remainder in Holds	30 - 13.5	
INGLE BOTTOM.			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?	✓	
Floors, Depth and thickness at mid-line in Holds	1400 x 12.5 1650 x 12.5	centre wing	BEAMS.		
Height of Brackets at side above base line at toe of frame	3900	✓	Uppermost Continuous Deck, amidships in Wells, Angle, \square or \square	for longitudinal beams see separate sheet	
Middle Line Keelson, on Floors, Angles, \square or \square	150 75 11	✓	" " in way of Bridge, Angle, \square or \square		
" " Through Plate or Intercostal Plate	1475 x 11	✓	Spacing		
" " Foundation Plate on Floors	✓		Second Deck, amidships, Angle, \square or \square	✓	
" " Flat Plate Keel Angles	electric welded	✓	Spacing		
Side Keelsons, No. each side	✓		Third Deck, amidships, Angle, \square or \square	✓	
" " thickness of Intercostal Plate...			Spacing		
" " Angles			Fourth Deck, amidships, Angle, \square or \square	✓	
DOUBLE BOTTOM. IN MOTORROOM			Spacing		
Solid Floors, thickness and spacing	13 x 750	✓	Poop Deck, Angle, \square or \square	✓	
" " Are Frame and Reversed Frame joggled?	no	✓	Spacing		
Bracket Floors, breadth and thickness at middle line	✓		Bridge Deck, Angle, \square or \square	✓	
" " breadth and thickness at margin plate.....	✓		Spacing		
			Forecastle Deck, Angle, \square or \square	✓	
			Spacing		

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.....									
FORECASTLE									
in Decks, Size and Spacing.....	160 x 160 x 9 x 14			as per plan					
" " " " "									
in Holds FORE HOLD. "	tubular pillars 250 x 12 250 x 11.5			✓					
" " " " "									
Centre Line Bulkhead. IN DEEPTANK									
Stiffeners and Spacing.....	200 90 10 spaced 685			✓					
Plating, thickness of	11.			✓					
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	2200 x 10.5			✓					
" " " " in way of Bridge									
" Angle in Wells	180 180 19			✓					
Thickness of Plating abreast Deck openings) in way of Wells	20.5			✓					
Thickness of Plating abreast Deck openings) in way of Bridge	✓								
Thickness of Plating within line of openings...	19.5			✓					
If Sheathed, material and thickness	not sheathed.			✓					
Second Deck.									
Stringer Plate, breadth and thickness in Wells...									
Stringer Plate, breadth and thickness in way of Wells									
Thickness of Plating abreast Deck openings) in way of Bridge									
Thickness of Plating within line of openings...									
If Sheathed, material and thickness									
Third Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness.....									
Fourth Deck.									
Stringer Plate, breadth and thickness.....	✓								
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness	1015 x 10			✓					
Plating, Sheathing, material and thickness ...	7 ³ / ₄ inch pitch pine 2 ¹ / ₂ "								
Bridge Deck.									
Stringer Plate, breadth and thickness.....	✓								
Plating, Sheathing, material and thickness ...									
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	940 x 10.			✓					
Plating, Sheathing, material and thickness ...	9 ³ / ₄ not sheathed			✓					

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.	
	<i>Inches. m/m</i>	<i>Inches. m/m</i>	<i>Inches. m/m</i>	<i>Inches. m/m</i>									
FLAT PLATE KEEL	1380	16.5	20.5	20.5		<i>double</i>	25	100	<i>electric welded</i>				
A 2400	18.	✓	13	14.5									
„ DBLG. (if any) B 2400	18.	✓	13	14.									
C 2190	18.	✓	15	14.									
BOTTOM PLATING, No. of Strakes <i>from</i>	D 2165	18.	15	13.		<i>double</i>	25	100	<i>electric welded</i>				
E 2220	18.5		16	16.		"	25	100	<i>three</i>	22	88	<i>double shape</i>	
BILGE PLATING, No. of Strakes <i>trp</i>	F 2190	17.5	13.5	12.		"	22	77	<i>four</i>	22	88	<i>lapped</i>	
G 2100	17.5	✓	13.5	14.									
SIDE PLATING, No. of Strakes <i>trp</i>	H 2100	17.5	✓	13.5	12.	"	22	77	<i>four</i>	22	88	<i>lapped</i>	
L 2000	24.	✓	12.	12					<i>three</i>	25	100	<i>double shape</i>	
UPPER DECK, Sheer-strake in Wells.....						<i>Upper landing edges of F, G & H strakes keble riveted forward and aft, between end of oil compartments and peak bulkheads from 167-180 aft 10-51 frames</i>							
UPPER DECK, Sheer-strake in Bridge ...	✓												
STRAKE BELOW Sheer-strake in Wells.....	J 2065	17.5	✓	13.5	12	<i>double</i>	25	100		22	88	<i>lapped</i>	
STRAKE BELOW Sheer-strake in Bridge ...	✓					<i>vertical plates at stem in way F, G, H & J strakes</i>							
										17	m		
POOP SIDE PLATING				10.5		<i>none</i>			<i>two</i>	19	66	<i>lapped</i>	
BRIDGE SIDE PLATING ...	✓												
FORE'C'TLE SIDE PLATING			11.5			<i>single</i>	19	66	<i>one</i>	19	66	<i>lapped</i>	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forg.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)	12				
" Deck next below	1				
As per Rule					

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD., Upper tween decks					
" " Second "					
" " Third "					
" " Holds					
COLLISION (in Hold)					
AFTER PEAK " "					

KEEL, Bar	Lower portion Casting	Flat plate keel remainder plate 22-15"
STEM		
Stern Frame { Propeller Post Rudder "	Casting approved plan.	Buchanan version
Speed of Vessel.....		12.5 knots ✓
RUDDER—Type.....		Stream line patent
100 × A × D		1715 ✓
" Diam. of head		steel tube
" Mainpiece at top pintle		56 1/2 ext. dia." / 49 2 int. dia."
" " heel ...		
" how constructed		single plate electrically welded to tubular mainpiece wood sheathed as per appr. plan
" double or single plate coupling, vertical or horizontal.....		none

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin process.*
Colvilles Ltd; Skinningrove Iron Co Ltd; Consett Iron Co Ltd; Steel Company of Scotland; Cargo Fleet Iron Co;
Dorman Long & Co Ltd; Appleby-Frodingham Steel Co Ltd; Gutehoffnungs-Hütte
 Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel Works*

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.	
Framing of L, L or C																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck No. 1		STEEL - SINGLE SCREW MOTOR TANKER																
" 2		" P A P E N D R E C H T "																
" 3																		
" 4																		
" 5		Upper stringer			750 x 10.5			shell angle			90 90 11.							
" 6								face angle			90 90 11.							
" 7																		
" 8		Lower stringer			750 x 11.			shell angle			90 90 11.							
" 9								face angle			90 90 11.							
" 10																		
" 11																		
" 12																		
below lower stringer " 13		280 90 13.5						280 90 13.5						7/8 5 1/4		10 rivets 7/8 spaced 3 1/16		
" 14		300 90 14.						300 90 14.						" "		" "		
" 15		300 90 16.			✓			300 90 16.						" "		" "		
" 16		340 100 15.						340 100 15.						" "		" "		
Spacing of Longitudinal Frames		8 1/5						8 1/5						" "				
Double Bottoms L, L or C																		
Tank Top Longitudinals																		
Bottom		432 x 102 x 15.3/17.3						432 x 102 x 15.3/17.3						7/8 5 1/4		10 rivets each side of bulkheads & transverse 7/8 - 3 1/16 apart.		
Spacing of Longitudinals		8 1/5						8 1/5										
Transverses.																		
In Bridge 'tween Decks																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
In Upper 'tween Decks.																		
Depth and Thickness																		
Face Angles		Centre Wing Centre Wing																
Lugs to Shell*																		
In Hold.																		
Depth and Thickness		1400 x 12.5 1650 x 12.5 1400 x 12.5 1650 x 12.5																
Face Angles double.		230 90 12 BA 200 90 12 BA 230 90 12 BA 200 90 12 BA																
Lugs to Shell* joggled		150 150 12 150 150 12 150 150 12 150 150 12 7/8 3 1/16																
" " Back Bars		90 90 12 90 90 12 90 90 12																
Brackets																		
Spacing of Transverse Frames		32 40			32 40			32 40			32 40							
* State if joggled or liners.																		
Longitudinal Beams of L, L or C																		
FOOP Bridge Deck		150 75 8						150 75 8						Spacing 8 1/5				
Upper		230 90 11						230 90 11						8 1/5				
Second																		
Third																		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

EQUIPMENT No										LETTER <i>g f</i>		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.			
3467.	1st Bower ...	103	3	22	Stockless			68	15	0	0	95-0-0	Gusson Klein Stockless.	Otto Gusson & Co	Magdeburg. Buckau 17.6.40 N. Stolle
3468.	2nd „ ...	103	0	18	„			68	15	0	0	95-0-0	„ „ „	„ „ „	17.6.40 N. Stolle
3469.	3rd „ ...	81	1	11	„			59	10	0	0	81-0-0	„ „ „	„ „ „	17.6.40 N. Stolle.
	Collective weight.	288	1	23								271-0-0			—
3470	Stream	28	1	2	8	0	12	27	8	0	14	28-0-0	Common Stock	Otto Gusson & Co	17.6.40 N. Stolle

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.	Statutory.	Breaking.	Supplied.		Per Rule.	Length.	Diam.	Length.					Ins.	Length.		Ins.	
✓ 4564	330	2 1/16	135 1/10	175 1/8	1275-3-2		1200-0-0	330	2 1/16	stud	Ben. Ned. Grofman	Leiden 12.40 J. G. van Sythoff	TOWLINE...	130	6 1/2	112.3	130	6 1/2	
													HAWSERS & WARPS }	2x100	2 3/4	15.2	2x100	2 3/4	
													"	2x100	2 3/4	15.2	2x100	2 3/4	
		Cir.							Cir.										
Iron Stream Chain or Steel Wire }	120	5 1/2		84.4				120	5 1/2		United Rope Works.		"						

Steering Gear, Type (Power or hand) *Steam. direct acting on quadrant* Alternative Means of Steering *Worm gear on deck and relieving tackle.*

Steering Chains (Size and Test) ☒ Windlass *Steel Steam patent* Boats *2 lifeboats.*

Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways.—(Upper Deck) *Oil tight steel hatches.* Thickness of Hatches *Steel covers.*

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

Rotterdam *De Rotterdamse Droogdok Maatschappij*

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) 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 (where required to be inserted in the Notation).

The Workmanship was found good and the vessel has been built in accordance with the approved plans, in agreement with the instructions contained in Secretary's and Rotterdam letters respecting this case and in general conformity with the Society's Rules.—
Forepeak tank, deeptank, cofferdams, centre and wing cargo tanks, fuel bunkers, settling tanks, all double bottom tanks in motorroom and afterpeak tank tested under pressure with a head of water as required by the Rules and all parts found tight.—
Decks and bulkheads tested by hose where required and found tight.—
Freeboard marked on the vessel's sides, verified and cut in.—
Windlass and steering gear tried under working condition and found in order.—

The amount of Entry Fee £ 144.00 ☒ Fees applied for,
Special Survey Fee.... £ 8270.00 ☒ 19. 12 1940
Travelling Expenses, if any £ 105.00 ☒ Received by me, 19.

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed **100 A 1**—
"Carrying Petroleum in Bulk"—

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

Signature *L. M. van der Meer*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Rotterdam Surveyors*. Date of issue

FRI. 18 JAN 1946

Committee's Minute

Character assigned

See minute

on NWC FEB. 100 484

Write Rot. (in eng.)



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Lloyd's Register Foundation

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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.)

Sister vessel M. S. "PENDRECHT" Rotterdam Report No.

For Secretarys and Rotterdam letters respecting this case see the records of the sister vessel. Our records have been destroyed.

Plans approved for this vessel
Midship Section--
Profile and Decks--
Afterend Sections--
Fore end Sections--
Alterations after end Sections--
Double bottom and motorseating--
Counter and Afterpeak--
Webframes in Motorroom--
Cofferdam and Oil fuel bunkerbulkheads--
O.T. transverse bulkhead amidships--
O.T. " " 135--
O.T. " " 151--
Cofferdam bulkheads 167-168--
Strengthening at Poop front--
Forebody--
Afteroil fuel bunker--

PARTICULARS OF ELECTRIC WELDING (if employed)

Butts of keel and bottomplating--

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "Carrying Petroleum in Bulk."

"Longitudinal framing at bottom, bilge and dk". "Butts of keel & bottomplating electrically welded"
"Mch⁴ aft." "Cruiser Stern"

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

1st Bower head 65.3.12 N.S. No 2460. Stettin 30.1.40. Shank 29.1.4. N.S. No 2464. Stettin 30.1.40.
2nd " head 67.1.9. N.S. No 2461. Stettin 30.1.40. Shank 29.1.5. N.S. No 2463. Stettin 30.1.40.
3rd " head 51.3.3. N.S. No 2465. Stettin 7.3.40. Shank 24.1.7 N.S. No 2466. Stettin 7.3.40.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 76 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 55.5 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

Extreme Breadth over Belting ✓ (Circ. 1611)

Over-all Length 514.3 ✓ (Circ. 1703)

No. and Material of Decks 1 Dk. stl.

Parts of Bottom of Vessel coated with cement or approved composition F.P.T. & A.P.T. painted, remainder uncoated--

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		241--
Double bottom, under Engines and Boilers,			After peak tank,		70--
Double bottom, if under Engines only,	67'	133.2	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	25'	300--
Double bottom, forward,			Other tanks, if fitted, Fuel Bunkers.		868--
Total length (if continuous) and Capacity		133--	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. ?

Date

Dates of Surveys held while building

On May 14th 1940 our office and all records have been completely destroyed so that particulars of Special Survey Order and dates of survey before 14.5.1940 have been lost.

23/5 3.6.12-19-21.26/6; 3.8-17-29/7; 14/8; 11-26/9; 7/10; 4-6-11/12-1940

Total No. of Visits