

## STEEL STEAMER or MOTORSHIP.

Received at London Office

AUG - 2 1938

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 *16th July 1938*Port of *Copenhagen*No. *10641*Survey held at *Odense*Date First Survey *9-12-1937*Last Survey *12-7-*

1938

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*Single screw motor tanker "BARENDRECHT" (Made? fitted aft)*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Full scantling*State Type of Erections *P, B & F*TONNAGE under Tonnage Deck... *8650.88*CLASS *+100 A 1*State if with freeboard as condition of Class *no*Built at *Odense*

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 480'-0"*Launched *22-5-38*Yard No. *71*Total *8650.88*Breadth (greatest moulded) *B 65'-3"*Builders *Odense Staalsskibsværft.*Gross Tonnage *9385.42*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'-10"*Owners *Phs. van Ommen*Register Tonnage *5617.41*1st Longitudinal Number (L x D) *= 16.800*Managers *✓*

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

2nd Numeral L x (B + D) *= 48.120*Residence *Rotterdam*

## REGISTERED DIMENSIONS.

Length *147.50*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Breadth *19.99*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.36*Port of Registry *Rotterdam*Depth *10.91*Draught Moulded *27'-9 3/4"*

If surveyed while building, afloat, or in dry dock

*while building. ✓*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b> <i>ford rotterdam</i>	<i>800</i>	<i>✓</i>	<b>Bracket Floors, Frame</b>	<i>Z</i>	
" " from <i>length amidships to</i>	<i>660</i>	<i>✓</i>	" " Reversed Frame	<i>Z</i>	
" " Collision bulkhead	<i>605</i>	<i>✓</i>	" " Vertical Struts	<i>Z</i>	
" " in peaks <i>{ A.P. F.P. }</i>	<i>610</i>	<i>✓</i>	Centre Girder, depth and thickness amidships	<i>2300 12 1/2</i>	<i>✓</i>
<b>SIDE FRAMING.</b>			" " top Angles	<i>90 90 14</i>	<i>double</i>
Frame Amidships, Angle <i>[ or ]</i>	<i>250 90 12</i>	<i>✓</i>	" " bottom Angles	<i>130 130 16</i>	<i>-</i>
" " Extends up to	<i>upper deck</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>3 19-11</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>Z</i>	<i>For particulars of lay. Frames etc. please see Rpt. 1* on back of this report</i>	Margin Plate depth (excl. of flange) and thickness	<i>Z</i>	
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>Z</i>	
Depth of Framing Girder	<i>Z</i>		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<i>Z</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>[ or ]</i>			" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>Z</i>	
" " Second 'tween Decks, Angle, <i>[ or ]</i>			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<i>Z</i>	
" " Third " " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>12</i>	<i>✓</i>
" " from 1/2 len. for'd. to 15% len. from Stem	<i>Z</i>		<b>INNER BOTTOM PLATING, in motor room</b>		
" " in Peaks, Angle or <i>[ or ]</i>	<i>230 90 11</i>	<i>app'd 10</i>	Breadth and thickness of Middle Line Strake	<i>1415 13 1/2</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>22 135</i>	<i>✓</i>	Thickness of remainder in Hold	<i>13 1/2</i>	<i>✓</i>
State if Frame Joggled	<i>yes</i>	<i>✓</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>✓</i>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>yes</i>	<i>✓</i>	<b>BEAMS.</b>		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>yes</i>	<i>✓</i>	<b>Uppermost Continuous Deck, amidships</b>	<i>230 90 11</i>	<i>✓</i>
<b>SINGLE BOTTOM.</b>			" " in Wells, Angle, <i>[ or ]</i>	<i>230 90 11</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>		" " in way of Bridge, Angle, <i>[ or ]</i>	<i>200 75 10 1/2</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>1865</i>	<i>✓</i>	" " Spacing	<i>every frame</i>	<i>✓</i>
Middle Line Keelson, on Floor Angles, <i>[ or ]</i>	<i>150 75 11</i>	<i>double</i>	<b>Second Deck, amidships, Angle, <i>[ or ]</i></b>	<i>250 90 11</i>	<i>✓</i>
" " Through Plate <i>[ or ]</i>	<i>1475 11</i>	<i>✓</i>	" " Spacing	<i>every frame</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>		Third Deck, amidships, Angle, <i>[ or ]</i>	<i>Z</i>	
" " Flat Plate Keel Angles	<i>100 100 15-13.5</i>	<i>double</i>	" " Spacing	<i>Z</i>	
Side Keelsons, No. each side	<i>Z</i>		Fourth Deck, amidships, Angle, <i>[ or ]</i>	<i>Z</i>	
" " thickness of Intercoastal Plate	<i>Z</i>		" " Spacing	<i>Z</i>	
" " Angles	<i>Z</i>		Poop Deck, Angle, <i>[ or ]</i>	<i>230 90 11</i>	<i>✓</i>
<b>DOUBLE BOTTOM, in motor room</b>			" " Spacing	<i>every frame</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>11 every frame</i>	<i>✓</i>	Bridge Deck, Angle, <i>[ or ]</i>	<i>Z</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	<i>✓</i>	" " Spacing	<i>longitudinal</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>Z</i>		Forecastle Deck, Angle, <i>[ or ]</i>	<i>200 75 11 1/2-10 1/2</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>Z</i>		" " Spacing	<i>every frame</i>	<i>✓</i>



PILLARS AND DECKS.					
	<u>INCHES IN SHIP.</u>		Any Departure from Approved Plans to be Noted.	<u>INCHES IN SHIP.</u>	Any Departure from Approved Plans to be Noted.
<b>PILLARS,</b> No. of Rows.....					
" in 'tween Decks, Size and Spacing....					
" " " " "					
" in Holds " "					
Long side Bulkhead.					
Stiffeners and Spacing.....	250 90 13	C✓			
Plating, thickness of .....	13-10	✓			
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Wells	{ 1865 x 21 - 1040 x 11 at ends }	✓ app'd 1760 ✓			
" " " in way of Bridge	1865 27	✓ app'd 1760			
" Angle in Wells .....	180 180 19	✓			
Thickness of Plating abreast Deck openings) in way of Wells	21-9	✓			
Thickness of Plating abreast Deck openings) in way of Bridge .....	21	✓			
Thickness of Plating within line of openings...	14.5	✓			
If Sheathed, material and thickness .....	✓				
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness in Wells...	✓				
Stringer Plate, breadth and thickness in way)					
of Bridge .....					
Thickness of Plating abreast Deck openings)					
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 .....					
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness.....					
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness .....					
<b>Poop Deck.</b>					
Stringer Plate, breadth and thickness .....	990 9.5	✓			
Plating, Sheathing, material and thickness ..	7.5-6.5 2 1/2 O.P.	✓			
<b>Bridge Deck.</b>					
Stringer Plate, breadth and thickness.....	1900 10	✓			
Plating, Sheathing, material and thickness ...	8 no sheathing	✓			
<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness.....	915 9 1/2	✓			
Plating, Sheathing, material and thickness ...	10-9 no sheathing	✓			

AS IN VESSEL.					ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.							
STRAKES.	AMIDSHIPS.		FORWARD.			EDGES.		BUTTS.					
	Breadth.	Thickness.	Thickness.	Thickness.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS of RIVETS.	RIVETS.		STRAPPED OR LAPPED.
							Diam.	Spacing or to cr.			Diam.	Spacing or to cr.	
FLAT PLATE KEEL .....	1380	26	✓	20	✓	20	✓	3	1 1/8	4 1/2	✓	double straps	
" DELG. (if any)													
BOTTOM PLATING, No. of Strakes .....	17 1/2	✓	15	✓	14	✓	30						
BILGE PLATING, No. of Strakes .....	18 1/2	✓	15	✓	15	✓							
SIDE PLATING, No. of Strakes .....	17 1/2	✓	12	✓	12	✓	10						
UPPER DECK, Sheer-strake in Wells .....	1520	26	✓	12 1/2	✓	12	✓						
UPPER DECK, Sheer-strake in Bridge .....	1700	30	✓		✓		✓						
STRAKE BELOW SHEER-strake in Wells .....	2260	17 1/2	✓	12	✓	12	✓						
STRAKE BELOW SHEER-strake in Bridge .....		✓											
POOP SIDE PLATING .....					10 1/2	✓							
BRIDGE SIDE PLATING ...		11	✓										
FOREO'LE SIDE PLATING					11	✓							

Total No. of W.T. BULKHEADS in Vessel—		14	
Extending to Upper Deck (Sec. 3 c)		✓	
" Deck next below		✓	
As per Rule		✓	

Plating Thickness.	STIFFENERS.			
	VERTICAL.		HORIZONTAL.	
	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	13½ - 9	240 - 90 - 12 E	8 15 V	Pl. 1450 x 11.5 V
" " Centre bulkhead				Pl. 320 x 100 - 15 E
" " " "				
" " Side bulkhead	13½ - 9	250 - 90 - 12½ E	8 12 E	Pl. 1000 x 10
" " " "				Pl. 230 x 90 - 12 E
" " " "				
" " above peak deck	8 - 6½	180 - 75 - 9½ E	6 10	
" " below peak deck	12 - 8	230 - 90 - 12 E	6 10	Tank deck stringer.
" " above boiler platform	8 75 - 7 75			
" " below " " "	12 - 9 25	200 - 75 - 12 E	6 10	Boiler platform.

Casting or Forging.		Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM		facing 270 x 70 Z	✓	
STERN FRAME		Propeller Post	cast steel B	✓
		Rudder	1254 Z	✓ see plan
Speed of Vessel		12 knots	✓	
RUDDER—Type				
" A x D				
" Diam. of head				
" Mainpiece at top pintle		balanced	✓	
" " heel		reacher	✓	
" how constructed		rudder	✓	
" 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) open hearth plates: - Deutsche Rohrenwerke AG (werk Thyssen Mitteln) and Gutehoffnungshütte (werk Oberhausen) profiles: - Gutehoffnungshütte (werk Oberhausen) and Dortmund Hoelder Rüttenverein.
	Has the Steel been tested as required by the Rules? Yes ✓

### PARTICULARS OF LONGITUDINAL FRAMING.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

Committee's Minute

Character assigned

+ 100 A1

Carrying petroleum in bulk

Write up

Lloyd's Reg

Lt. A.

+ LMC 738

Oil Eng. Co.

203-180

Lloyd's Register Foundation



EQUIPMENT No 49618 ✓										LETTER 2† ✓		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.			
2237	1st Bower ...	86	1	11	✓	—		61	17	2	0	85.2.0 ✓	"Union" stockless	Dortmund - Hoender Hillen - verein	Dortmund 8-2-38 Joh. Quarl.
2238	2nd „ ...	85	3	1	✓	—		61	10	0	0				
2239	3rd „ ...	73	2	6	✓	—		55	15	0	0				
	Collective weight.	245	2	18	✓							244.2.0 ✓			
2240	Stream .....	25	0	0	✓	6	3	24	15	0	0	25.0.0 ✓	"Union" stock		

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.		
1579	301.7	2 9/16	116.7	163.4	1067.0	0.11	989.0	0.0	300	2 9/16	Shud link Kettenwerke Schlieper of Grüne	Grüne 3 1/2 38 Jul. Quarl.	TOWLINE...	130	5 1/2	84.4	130	5 1/2	
													HAWSERS & WARPS	2x100	2 3/4	15.2	2x100	2 3/4	
														2x100	8"	Manilla	2x100	8"	
Iron Stream Steel Wire	120	4 3/4	64.6						120	4 3/4	6x24 Jacob Holm C Sämsen	Copenhagen 10.2.38 Kötter.							

Steering Gear, Type (Power or hand) Deutsche Werke, Kiel (steam) Alternative Means of Steering Hand gear directly working on 2 links @ 26'-0" x 8'-6" x 3'-6" quadrant

Steering Chains (Size and Test) Telermotor Windlass Deutsche Werke, Kiel (steam) Boats 1 -- @ 18'-0" x 6'-3" x 2'-5" 1 duff @ 16'-0" x 5'-8" x 2'-3"

Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing ✓  
O.T. garlight holding a upper deck.  
Cargo Hatchways. (Upper Deck) 1600 x 1200 x 230 Z x 13 Z thick. Thickness of Hatches 3454 x 2640 x 760 Z x 11 Z thick.

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 ✓

ODENSE STAALSKIBSVÆRKT  
VED A. P. MØLLER  
Builder's Signature P. Pedersen

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 yes  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo is a tanker 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).

Vessel fitted for carrying oil fuel in double bottom, in wing tanks in motor room, in deep tanks forward and in boiler oil tanks above aft peak, F.P. of oils above 150° F; also requirements of sec. 20 of the Rules complied with. ✓

The vessel has been built in accordance with the approved plans, the Society's Rules the Secretary's letters and to my satisfaction. ✓

The material and workmanship employed during construction of the vessel are of good quality. ✓

The vessel is intended to carry petroleum in bulk and all the cargo tanks oil fuel- and lub.-oil tanks, cofferdams, deepstanks, wing tanks, double bottom tanks, peak tanks, F.W. and feed water tanks etc. have been tested according to Rules and found tight. ✓

Windlass and steering arrangements tried and found satisfactory. P.T.O.

The amount of Entry Fee ....Ks : 246.40  
Freight fee K. 448.00  
Special Survey Fee...Ks 14.605.00  
Lab fee's K. 120.00  
Travelling Expenses, if any Ks 1.237.70

Fees applied for,  
1. 8. 19 38.  
Received by me,  
11. 8. 19 38.

(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 S. Sanderson  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Surveyor office, Cpn Date of issue 10/8/38

Committee's Minute TUE. 9 AUG 1938  
Character assigned + 100 A 1  
Carrying petroleum in bulk  
Note Cpn Lloyd's Rocr.  
Lt. A.  
+ LMC 7.38  
Oil Eng CL  
2DB-180 lb  
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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.)

The plumbboards have been marked on the vessel's sides, cut in and verified.

The vessel is a sister vessel to m.s. "LOOSDRECHT", m.m.s. Odense Staalskroverfabrik  
newbuilding no. 58, for the same Owners (Copenhagen report no. 10.002)

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	Head				Shank			
	1st Bower							
	56.2.0	J.Q.	1071	31.1.38	29.3.11	J.Q.	1075	31.1.38
	55.2.22	J.Q.	1072	31.1.38	30.0.7	J.Q.	1076	31.1.38
	47.2.25	J.Q.	1073	31.1.38	25.3.9	J.Q.	1077	31.1.38

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.23 ft., R.Q.D. ✓, Bridge 34.12 ft., Forecastle 37.25 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 DCYF Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1703) 501'-1 1/2" ✓  
No. and Material of Decks 1 dh (sl) Parts of Bottom of Vessel coated with cement or approved composition ✓  
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.	Oil Tons	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Oil Tons	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, 13-23	72	81'-4 1/2"	46	Fore peak tank,		25'-7"	165
Double bottom, under Engines and Boilers, 24-32	85			After peak tank,		19'-10"	92
Double bottom, if under Engines only, 33-44	208			Deep tank, aft,	38-44	15'-9"	379
Double bottom, if under Boilers only,	365			Deep tank, forward,	168-180	26'-0"	443
Double bottom, forward,				Other tanks, if fitted, Tanks above aft peak	97		132
Total length (if continuous) and Capacity				(If necessary, furnish further information by sketch.)			

Order for Special Survey No. 106

Date 14.1.37

Dates of Surveys held while building

1937 :- 9/12 15/12 20/12 30/12  
1938 :- 4/1 14/1 14/1 8/2 19/2 22/2 3/3 10/3 18/3 29/3 5/4 9/4 12/4 20/4 21/4 25/4 28/4 3/5 7/5 6/5 7/5  
10/5(2) 12/5 16/5 17/5 19/5 20/5 21/5(2) 9/6 21/6 30/6 5/7 6/7 8/7 12/7

Total No. of Visits 41