

STEEL STEAMER ~~OR~~ MOTORSHIP.

28 JAN 1926

Received at London Office

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 *20th January 1926*Port of *Amsterdam*No. *10107^a*Survey held at *Amsterdam*Date First Survey *5th June 1924*Last Survey *19th January 1926*On the (State if Machinery fitted Aft and
(if Single, Twin or Triple Screw)*Single Screw S.M. "TUISAROE"*State Type (Full Sailing, Complete Superstructure
with or without Tonnage Openings)*Compl. Superstructure; without Tonnage Opening*State Type of Erections *Forecastle*TONNAGE under
Tonnage Deck*4854.46*CLASS *100A1*State if with freeboard
as condition of Class*yes*Built at *Amsterdam*Do. of space or spaces
between Tonnage Dk.
and Upper Dk.*1563.14*Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)*L 420*Launched *6-6-25*Yard No. *179*

Total

6418.20

Breadth (greatest moulded)

*B 55*Builders *Nederl. Scheepsbouw Maatsch.*

Gross Tonnage

*4089.14*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)*D 38*Owners *Java-China-Japan-Lijn*

Register Tonnage

*4394.32*1st Longitudinal Number (L x D).....= *15540*Managers *✓*

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

2nd Numeral L x (B + D).....= *38640*Residence *Amsterdam*

REGISTERED DIMENSIONS.

FEET.

Length

*420.5*Framing Depth "d," at middle of length. See
Sec. 3 (1d)*17.1*Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel*11.35*Port of Registry *Batavia*

Breadth

*55.3*Do. Long Bridge to top
of keel

If surveyed while building, afloat, or in dry dock

Depth

34.25

Draught Moulded

*24' 11 1/2"**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.
FRAMES, Spacing amidships	<i>34 1/2</i>		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	<i>26</i>		" " Reversed Frame		
" " in peaks	<i>24</i>		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>45 1/2 .50</i>	
Frame Amidships, Angle, E or C	<i>11 1/2 3 1/2 .61</i>		" " top Angles	<i>3 1/2 3 1/2 .54</i>	
" " Extends up to	<i>3rd Deck</i>		" " bottom Angles	<i>5 5 .61</i>	
Reversed Frame Amidships, Angle	<i>all B.A.</i>		Side Girders, No. each side and thickness	<i>One .46 .42</i>	<i>TOP NOT FLANGED</i>
" " Extends up to	<i>frames</i>		Margin Plate depth (excl. of flange) and thickness	<i>39 .54</i>	
Depth of Framing Girder	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>L 140 140 12</i>	<i>FLANGE 3 1/2 x 3 1/2 x 45</i>
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	<i>9 3 1/2 .55</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>L 140 140 12</i>	
" " Second 'tween Decks, Angle, E or C	<i>9 3 1/2 .55</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>L 6 3 1/2 .56</i>	
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>on every frame</i>	
Framing in Peaks, Angle, E or C	<i>9 3 1/2 .46</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>13</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>1/8" 6 1/4" apart and as per Rule</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>amidships</i>		Breadth and thickness of Middle Line Strake	<i>50 1/2 .52</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Deep frames, stringers and panting beams as approved.</i>		Thickness of remainder in Holds	<i>.44</i>	
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>1 additional side girder in DBM, bottom plating and spacing of rivets as per Rule.</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			Uppermost Continuous Deck, amidships in Wells, Angle, E or C	<i>9 3 1/2 .49</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or C	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, E or C			Spacing	<i>34 1/2</i>	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, E or C	<i>10 3 1/2 .44</i>	
" " Foundation Plate on Floors			Spacing	<i>34 1/2</i>	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or C	<i>10 3 1/2 .44</i>	
Side Keelsons, No. each side			Spacing	<i>34 1/2</i>	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, E or C	<i>9 3 1/2 .46</i>	
" " Angles			Spacing	<i>9 1/2 3 1/2 .50</i>	
DOUBLE BOTTOM.			Poop Deck, Angle, E or C	<i>✓</i>	
Solid Floors, thickness and spacing	<i>.42; 34 1/2-26</i>		Spacing	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Bridge Deck, Angle, E or C		
Bracket Floors, breadth and thickness at middle line			Spacing	<i>✓</i>	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or C	<i>10 3 1/2 .52</i>	
			Spacing	<i>every 2nd frame</i>	

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.....	2 Rows.		Stringer Plate, breadth and thickness in way of Bridge	✓	
„ in 'tween Decks, Size and Spacing.....	Size and		Thickness of Plating abreast Deck openings in way of Wells .....	.36	
„ „ „ „ „	spacing		Thickness of Plating abreast Deck openings in way of Bridge	✓	
„ in Holds „ „	as		Thickness of Plating within line of openings...	.36	
„ „ „ „ „	approved.		If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing. <i>IN DEPT. TANK</i> $15 \times 4 \times 4 \times 40$	$SP. 34\frac{1}{2}$		Stringer Plate, breadth and thickness.....	.43 .34	
Plating, thickness of .....	.50 .34		If Plated, state thickness.....	.34	
STRINGERS AND DECKS.			Fourth Deck. IN N°1 HOLD:		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	.36 .34	
Stringer Plate, breadth and thickness in Wells	.66 $\frac{3}{4}$.78 APPR. .60		If Plated, state thickness	✓	
„ „ „ „ in way of Bridge	✓		POOP Deck. IN N°2 HOLD:		
„ Angle in Wells	6 6 .10		Stringer Plate, breadth and thickness .....	.40 .34	
Thickness of Plating abreast Deck openings in way of Wells .....	.58 .36 APPR. .40		Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	.40		Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness	2 $\frac{5}{8}$ Teak.		Plating, Sheathing, material and thickness ...	✓	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	.72 .40		Stringer Plate, breadth and thickness.....	.39 .36 APPR. .35	
			Plating, Sheathing, material and thickness ...	.30 ; 2 $\frac{5}{8}$ TEAK.	

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <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.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>52½</i>	<i>.86</i>	<i>.77</i>	<i>.77</i>		<i>Double</i>	<i>1</i>	<i>4</i>	<i>IV</i>	<i>1</i>	<i>4</i>	<i>Lapped.</i>	
„ DBLG. (if any)	<i>✓</i>												
BOTTOM PLATING, No. of Strakes <i>4</i> ...	<i>41-64</i>	<i>.70</i>	<i>.50</i>	<i>.50</i>		<i>„</i>	<i>⅛</i>	<i>3½</i>	<i>„</i>	<i>⅛</i>	<i>3½</i>	<i>„</i>	
BILGE PLATING, No. of Strakes <i>1</i> ...	<i>89</i>	<i>.70</i>	<i>.50</i>	<i>.50</i>		<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	
SIDE PLATING, No. of Strakes <i>4</i> ...	<i>83-75</i>	<i>.69</i>	<i>.47</i>	<i>.47</i>		<i>„</i>	<i>„</i>	<i>„</i>	<i>III</i>	<i>„</i>	<i>3⅛</i>	<i>„</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>51</i>	<i>.87</i>	<i>.47</i>	<i>.47</i>	<i>APPR. .77</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>IV</i>	<i>1</i>	<i>4</i>	<i>„</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>✓</i>												
STRAKE BELOW Sheer-strake in Wells.....	<i>51</i>	<i>.74</i>	<i>.47</i>	<i>.47</i>	<i>APPR. .69</i>	<i>Double</i>	<i>1</i>	<i>4</i>	<i>IV</i>	<i>1</i>	<i>4</i>	<i>„</i>	
STRAKE BELOW Sheer-strake in Bridge ...	<i>✓</i>												
POOP SIDE PLATING	<i>✓</i>												
BRIDGE SIDE PLATING ...	<i>✓</i>												
FOREC'TLE SIDE PLATING			<i>.42</i>			<i>Single</i>	<i>¾</i>	<i>3</i>	<i>I</i>	<i>¾</i>	<i>2⅝</i>	<i>„</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	5
„ Deck next below	3
As per Rule. <i>7</i>	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	.26	3 $\frac{1}{2}$ x 32	30	✓	✓
„ „ Second „	.30/28	2 $\frac{5}{2}$ x 32	30	✓	✓
„ „ Third „	.32	2 $\frac{5}{2}$ x 32	30	✓	✓
„ „ Holds .....	.44/34	1 $\frac{1}{2}$ x 50	30	✓	✓
COLLISION „ (in Hold) .....	.54/36	3 $\frac{1}{2}$ x 44	24	3 semi box beams	✓
AFTER PEAK „ „ .....	.42/30	3 $\frac{1}{2}$ x 38	24	Turned recess.	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat plate keel.		
STEM	Bottom Part. Casting	10 $\frac{1}{2}$ x 2 $\frac{5}{8}$	FRIEDR. KRUPP ESSEN.	
STERN FRAME	Propeller Post	Casting	11 $\frac{3}{4}$ x 8 $\frac{3}{4}$	MESSRS. SCHISHAU
	Rudder „	„	11 $\frac{1}{4}$ x 8 $\frac{3}{4}$	ELBING.
RUDDER—A x D.....		AS PER PLAN.		
Speed of Vessel.....		11 $\frac{3}{4}$ KM.		
RUDDER mainpiece at head ...	Forging	13		
„ „ heel ...		10 $\frac{1}{2}$		
„ how constructed	Asms shown upon & keyed to the main piece			
„ double or single plate		Single plate		
„ coupling, vertical or horizontal.....		Horizontal		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S.M. PROCESS*

"Phoenix" A.G. für Bergbau und Hüttenbetrieb.

Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. <i>a+40312</i>												LETTER <i>A+</i>	ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
<i>448</i>	1st Bower	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	<i>Cruson Type</i>	<i>Otto Cruson & Co.</i>	<i>12-8-24; K. Hauss.</i>
<i>435</i>	2nd "	<i>84</i>	<i>3</i>	<i>4</i>	<i>84</i>	<i>3</i>	<i>4</i>	<i>01</i>	<i>54</i>	<i>14</i>	<i>2</i>	<i>0</i>	<i>68</i>	<i>"</i>	<i>29-4-24; H. Berg.</i>
<i>436</i>	3rd "	<i>45</i>	<i>3</i>	<i>5</i>	<i>45</i>	<i>3</i>	<i>5</i>	<i>56</i>	<i>15</i>	<i>0</i>	<i>0</i>	<i>58.5</i>	<i>"</i>	<i>"</i>	<i>"</i>
	Collective weight	<i>238</i>	<i>3</i>	<i>14</i>	<i>238</i>	<i>3</i>	<i>14</i>		<i>194.5</i>						
<i>445</i>	Stream	<i>19</i>	<i>0</i>	<i>23</i>	<i>19</i>	<i>0</i>	<i>23</i>	<i>20</i>	<i>1</i>	<i>3</i>	<i>14</i>	<i>19</i>	<i>Ordinary</i>	<i>"</i>	<i>12-8-24; K. Hauss.</i>

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Cable.	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.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
<i>210</i>	<i>2 1/16</i>	<i>106.9</i>	<i>149 1/8</i>	<i>861-2-0</i>	<i>120-3-0</i>			<i>210</i>	<i>2 5/16</i>	<i>Steel</i>	<i>Börsigwerk</i>	<i>6-11-24; H. Holbow.</i>	<i>TOWLINE</i>	<i>120</i>	<i>5 1/4</i>	<i>05</i>	<i>120</i>	<i>5 1/4</i>
<i>90</i>	<i>5</i>		<i>59</i>					<i>90</i>	<i>5</i>				<i>HAWSERS & WARPS</i>	<i>2x90</i>	<i>8</i>		<i>2x90</i>	<i>8</i>
														<i>2x90</i>	<i>4</i>		<i>2x90</i>	<i>4</i>

g Gear, Steam & steam steering engines: *f* *Hartie & Co. Ltd.* Steering Gear, Hand *f*

12 life boats

Steering Chains, Size and Test *✓*

Windlass *from Pat. Patent, Clarke Chapman & Co.*

in Holds, thickness and material *2 1/2" pine*

Cargo Battens, thickness, material and spacing *6"x2" pine; 9" apart.*

Hatchways.—(Upper Deck) *Coaming 33"x. 44; 2"x3"x. 44 all round. Thickness of Hatches 3"*

f No. 1 Hatchway (Forward) *26'x16'* No. 2 *31' 7/8"x18'* No. 3 *11'6"x16'* No. 4 *6'9"x18'* No. 5 *28'9"x18'* No. 6 *20' 1/2"x16'*

er of Shifting Beams *and/or Fore and Afters* *N°1: 5 / N°2: 6 / N°3: 1 / N°4: 1 / N°5: 5 / N°6: 3.*

NEDERLANDSCHE SCHEEPSBOUW-MAATSCHAPPIJ

Builder's Signature

GENERAL DECLARATION

This vessel has been built in accordance with the approved plans, Society's letters and in general conformity with the Society's Rules.

Bunkers, peak, deep and double bottom tanks tested with a head of water as required and all parts found sound and tight.

Copies of the approved plans are being retained in London Office for reference.

Sketch showing increased deck and side plating enclosed.

The amount of Entry Fee *£120.-* :
Special Survey Fee *£4524.-* :
Travelling Expenses, if any *£43.-* :

Fees applied for,

19

Received by me,

19

I am of opinion the Vessel should be Classed *+100A1*

"with freeboard"

Signature

Surveyor to Lloyd's Register of Shipping.

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

Certificate to be sent to *Surveyor Amsterdam.*

Date of issue

2/2/26.

Committee's Minute

TUES. 2 FEB 1926

Character assigned

100A1
with freeboard
Lloyd's a.s.b. Co.

+100A1.26
F.D. C.L.

India for at port 1.26
F.P. about 100: 2021

The Surveyor are requested not to write on or below the Committee's Minute.

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.)

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

1st Bower *Weight: 55-1-12; K.H. 3045; 12-8-24.*
2nd " *50-2-15; " 2915; 16-5-24.*
3rd " *49-1-21; " 2993; 18-7-24.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle *54* 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; 4th deck in Nos 1-2 holds*

Official No. _____; Signal Letters _____ Is bottom of Vessel coated with cement *yes.* if not give particulars of composition *Bitumastic in bilges.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	<i>132.3</i>	<i>369</i>	Fore peak tank,		<i>23</i>	<i>160</i>	Bilge
Double bottom, under Engines and Boilers,	<i>60.4</i>	<i>260</i>			<i>10</i>	<i>43</i>	
Double bottom, if under Engines only,					<i>23</i>	<i>870</i>	
Double bottom, if under Boilers only,	<i>156.3</i>	<i>498</i>	Deep tank, aft,				Are
Double bottom, forward,			Deep tank, forward,				Are
Total capacity of double bottom	<i>1124</i>		Other tanks, if fitted,				Are
* The wells are not to be included in the lengths of the tanks.				(If necessary, furnish further information by sketch.)			

Order for Special Survey No. *118.*

Date *19-5-24.*

Dates of Surveys held while building

1924: 5/6; 16/7; 18-24/8; 5-8/9; 2-9-10-20-22-27-30/10; 4-11-18-20-25/11; 1-6-9-11-16-19-30/12.
1925: 5-6-7-8-14-26/1; 2-4-9-12-16-19-23-24/2; 2-6-10-17-18-23-27/3; 3-6-11-18-21-27-30/4;
5-6-16-18-22-23-25-29/5; 4-5/6; 1-22-27-29/7; 11-14-20-25/8; 2-8/9; 13/11; 4/12.
1926: 6-14-15-18-19/1

Total No. of Visits *80.*