

STEEL STEAMER or MOTORSHIP.

Received at London Office. 29 JAN 1932

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 *19 January 1932* Port of *Amsterdam* No. *1 2530 2*
Survey held at *Spaarnadam* Date First Survey *23rd of April '31* Last Survey *9th of January 1932*
On the *(State if Machinery fitted Aft and* *Single Screw Motor Vessel "PRIMA" (machinery fitted aft*
State Type *(Full scantling, Complete Superstructure* State Type of Erections *Free Castle & Poop*
with or without Tonnage Openings)

TONNAGE under
Tonnage Deck... *287,42*CLASS *+ 100 A1*State if with freeboard
as condition of Class *✓*Built at *Spaarnadam*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 152,0*Launched *31 October '31* Yard No. *118*

Total

Breadth (greatest moulded) *B 25,1*Builders *N.V. Werf Nooruit*Gross Tonnage *399,98*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) *D 10,9*Owners *N.V. Rotorschepvaart
Maatschappij "Rotterdam"*Register Tonnage *212,42*1st Longitudinal Number (L × D) *= 1640*Managers *J.B. Mulder & A.W.v.d. Heide*
(Where necessary to be entered in Reg. Book.)2nd Numeral L × (B + D) *= 5486*Residence *Rotterdam*

REGISTERED DIMENSIONS.

length *46,60 = 152,9*
breadth *7,68 = 25,2*
depth *2,60 = 8,52*

Framing Depth "d," at middle of length. See
Sec. 3 (1d) *13,83*Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel *13,83*
Do. Long Bridge to top
of keelDraught Moulded *9-10 7/16*Port of Registry *Rotterdam*

If surveyed while building, afloat, or in dry dock

while building

FRAMES, DOUBLE BOTTOM AND BEAMS.

	m/ INCHES IN SHIP. /m	Any Departure from Approved Plans to be Noted.		m/ INCHES IN SHIP. /m	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>545</i>		Bracket Floors, Frame	<i>115 × 65 × 8</i>	
" " from 1/3 length to Collision bulkhead	<i>545</i>		" " Reversed Frame	<i>100 × 65 × 8</i>	
" " in peaks	<i>545</i>		" " Vertical Struts	<i>100 × 65 × 8</i>	
IDE FRAMING.			Centre Girder, depth and thickness amidships	<i>850 × 8 m</i>	
Frame Amidships, Angle, <i>E or F</i>	<i>100 × 65 × 8</i>		" " top Angles <i>double</i>	<i>75 × 75 × 8</i>	
" " Extends up to <i>deck</i>			" " bottom Angles <i>double</i>	<i>75 × 75 × 9</i>	
<i>Bull</i>			Side Girders, No. each side and thickness	<i>one 6 1/2 m</i>	
Reversed Frame Amidships, Angle <i>F</i>	<i>150 × 75 × 9</i>	<i>on frame 25-31-36-41- 47-51-57-62- 67 & 73</i>	Margin Plate depth (excl. of flange) and thickness	<i>1100 × 7 1/2 m</i>	
" " Extends up to <i>deck</i>			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>horizontal</i>	
DEPTH OF FRAMING GIRDER <i>ON FRAME 73 = 75 × 65 × 8</i>		<i>all as approved.</i>	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>✓</i>	
WEB FRAME IN MOTOR ROOM ON Frames in Uppermost Continuous <i>tween</i>	<i>300 × 7 m</i>	<i>75 × 65 × 8 REVERSE ANGLE</i>	" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>✓</i>	
<i>FR. 12 & 17</i> Decks, Angle, <i>E or F</i>	<i>✓</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem	<i>✓</i>	
" " Second 'tween Decks, Angle, <i>E or F</i>	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1350 × 7 m</i>	
" " Third " " " "	<i>✓</i>		INNER BOTTOM PLATING.		
Framing in Peaks, Angle <i>E or F</i>	<i>100 × 65 × 8 m</i>		Breadth and thickness of Middle Line Strake	<i>1000 × 7 1/2 m</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>5/8 spaced 4 7/16</i>		Thickness of remainder in Holds	<i>7 m</i>	
State if Frame Joggled	<i>ordinary steel deck in fore peak 9'-0" above base line and deep floor all as approved</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 single bottom</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>additional intercostal side girder fitted from 1/2 forward, frames at bottom</i>		BEAMS.		
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>100 × 100 × 8 double riveted all as approved</i>		Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or F</i>	<i>120 × 75 × 8 m</i>	
SINGLE BOTTOM. IN MOTOR ROOM			" " in way of Bridge, Angle, <i>E or F</i>	<i>✓</i>	
Floors, Depth and thickness at mid-line in Holds	<i>830 × 9 m as per approved plan</i>		Spacing	<i>545 m</i>	
Height of Brackets at side above base line at toe of frame	<i>Double bottom</i>		Second Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, <i>E or F</i>	<i>in hold.</i>		Spacing	<i>✓</i>	
" " Through Plate or Intercostal Plate			Third Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
" " Foundation Plate on Floors			Spacing	<i>✓</i>	
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
Side Keelsons, No. each side			Spacing	<i>✓</i>	
" " thickness of Intercostal Plate			Poop Deck, Angle, <i>E or F</i>	<i>100 × 75 × 9 m</i>	
" " Angles			Spacing	<i>545 m</i>	
DOUBLE BOTTOM.			Bridge Deck, Angle, <i>E or F</i>	<i>✓</i>	
Solid Floors, thickness and spacing	<i>6 1/2 m at every 3rd frame</i>		Spacing	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>ordinary</i>		Forecastle Deck, Angle, <i>E or F</i>	<i>100 × 65 × 8 m</i>	
Bracket Floors, breadth and thickness at middle line	<i>550 × 7 m</i>		Spacing	<i>545 m</i>	
" " breadth and thickness at margin plate	<i>550 × 7 m</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.....	<i>one</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>✓</i>	
„ in 'tween Decks, Size and Spacing.....	<i>only in way of hatch end beams</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>✓</i>	
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>	
„ in Holds „ „	<i>150x75x9</i>	<i>400x7 m plate</i>	Thickness of Plating within line of openings...	<i>✓</i>	
„ „ „ „ „	<i>✓</i>		If Sheathed, material and thickness	<i>✓</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
Plating, thickness of	<i>✓</i>		If Plated, state thickness.....	<i>✓</i>	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>1300 x 10 m</i>		If Plated, state thickness	<i>✓</i>	
„ „ „ „ in way of Bridge	<i>✓ 13 m at break</i>		Poop Deck.		
„ Angle in Wells	<i>✓ 90x90x12 m</i>		Stringer Plate, breadth and thickness	<i>1200 x 6 m</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>✓ 10 m</i>		Plating, Sheathing, material and thickness	<i>6 m</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>✓ 7 m</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
If Sheathed, material and thickness	<i>✓</i>		Plating, Sheathing, material and thickness ...	<i>✓</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>1500 x 6 m</i>	
			Plating, Sheathing, material and thickness	<i>6 m</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>jogged</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or. to or.		Diam.	Spacing or. to or.	
	<i>m</i>	<i>m</i>	<i>m</i>	<i>m</i>			<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>	
FLAT PLATE KEEL	<i>1000</i>	<i>11</i>	<i>10</i>	<i>10</i>		<i>double</i>	<i>3 1/4</i>	<i>2 3/4</i>	<i>double</i>	<i>3 1/4</i>	<i>2 5/8</i>	<i>Lapped</i>
„ DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
	<i>1400</i>											
BOTTOM PLATING, No. of Strakes ... <i>2</i>	<i>1525</i>	<i>10</i>	<i>8 1/2</i>	<i>8 1/2</i>		<i>single</i>	<i>3 1/4</i>	<i>2 3/4</i>	<i>double</i>	<i>3 1/4</i>	<i>2 5/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>1</i>	<i>1415</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>		<i>single</i>	<i>3 1/4</i>	<i>2 3/4</i>	<i>double</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>
					<i>Lower edge</i>	<i>single</i>	<i>5/8</i>	<i>2 3/8</i>				
SIDE PLATING, No. of Strakes <i>1</i>	<i>1320</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>7 1/2</i>		<i>single</i>	<i>3/4</i>	<i>2 3/4</i>	<i>double</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>
UPPER DECK, Sheer-strake in Wells.....	<i>1270</i>	<i>11</i>	<i>8 1/2</i>	<i>8 1/2</i>		<i>single</i>	<i>3/4</i>	<i>2 3/4</i>	<i>double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
UPPER DECK, Sheer-strake in Bridge Poop.	<i>at break</i>		<i>✓ 15</i>			<i>single</i>	<i>3/4</i>	<i>2 3/4</i>	<i>double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
STRAKE BELOW Sheer-strake in Wells.....												
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING	<i>1085</i>		<i>✓ 24</i>			<i>single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>single</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>
BRIDGE SIDE PLATING ...												
FORECASTLE SIDE PLATING	<i>1075</i>		<i>✓ 24</i>			<i>single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>single</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel— <i>3</i>					Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>3 including peak bulk head</i>								
„ Deck next below <i>✓</i>								
As per Rule <i>3</i>								
	Plating Thickness.	STIFFENERS.				KEEL, Bar		
		VERTICAL.		HORIZONTAL.		STEM		
		Scantlings.	Spacing.	Scantlings.	Spacing.	Stern Frame { Propeller Post		
MIDSHIP BULKH'D, Upper tween decks		<i>m</i>	<i>m</i>			Rudder „		
„ „ Second „						RUDDER—A x D.....		
„ „ Third „						Speed of Vessel.....		
„ „ Holds	<i>8 1/2 to 130x75 x 9</i>	<i>✓ 460</i>				RUDDER mainpiece at head ...		
COLLISION „ (in Hold)	<i>9 to 150x75 x 10</i>	<i>610</i>				„ „ heel ...		
AFTER PEAK „ „	<i>10 to 140x75 x 9</i>	<i>610</i>				„ how constructed		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Oren Hearth process*
Vereinigte Stahlwerke, Dortmunder Union, Gutehoffnungshütte, Oberhausen

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

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 289 Kcs. Arnold Bennett Cert: N° 6494 Antwerp 19-8-31*
2nd " *Weight 291 Kcs. Arnold Bennett Cert: N° 6499 Antwerp 19-8-31*
3rd " *per Feb apt 1962*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *34* ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle *16.1* 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) *one steel deck.*

Official No. _____; Signal Letters _____ Is bottom of Vessel coated with cement *yes* if not give particulars of composition *in fore and after peak & motor room. Bottom in way double bottom tank painted*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, <i>etc.</i> , <i>IN HOLD</i>	<i>98.2</i>	<i>145</i>	Fore peak tank,	<i>11.6</i>	<i>17</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>10.4</i>	<i>29</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted, <i>movable oil fuel tank in motor room</i>		<i>20</i>
Total capacity of double bottom		<i>145</i>	(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. *165*

Date *21 May 1931*

Dates of Surveys held while building

23/4, 11-13-26-28-30/5, 4-17-30/6, 8-20-24/7, 24/8, 1-9-14-23-29/9, 2-9-15-27-31/10, 19-26/11, 4-14-16-22-24-31/12-1931
9/1-1932

Total No. of Visits *32*

Lloyd's Register Foundation