

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office

JUL 21 1937

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 10th of July 1937Port of RotterdamNo. 25804Survey held at BolnesDate First Survey 16th of February 1937Last Survey 2nd of July

1937

On the (State if Machinery fitted Aft and if Single, Twin, or Triple Screw) steel single screw motorship"TON S"

(Machinery aft)

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

State Type of Erections

R.P. Deck
Forecastle

TONNAGE under Tonnage Deck

351.41CLASS + 100 A 1

State if with freeboard as condition of Class

NoBuilt at Bolnes

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 159.12

Breadth (greatest moulded)

B 26.25

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 11.81

1st Longitudinal Number (L x D)

= 1879

2nd Numeral L x (B + D)

= 6056

Framing Depth "d," at middle of length. See Sec. 3 (1d)

9.48

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.47

Do. Long Bridge to top of keel

Draught Moulded

10' 8"Launched 8th of May 1937 Yard No. 866Builders N.V. Boele's Scheepswerven en MachinefabriekOwners N.V. Zeevaart Maatschappij "TON"Managers Rotterdamsche Kustvaart Centrale
(Where necessary to be entered in Reg. Book.)Residence RotterdamPort of Registry Rotterdam

If surveyed while building, afloat, or in dry dock

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	<u>545</u>	<input checked="" type="checkbox"/>	Bracket Floors, Frame	<u>100 65 8</u>	<input checked="" type="checkbox"/>
" " from $\frac{3}{4}$ length to Collision bulkhead	<u>545</u>	<input checked="" type="checkbox"/>	" " Reversed Frame	<u>100 65 7</u>	<input checked="" type="checkbox"/>
" " in peaks	<u>545</u>	<input checked="" type="checkbox"/>	" " Vertical Struts	<u>100 65 7</u>	<input checked="" type="checkbox"/>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>710 x 9</u>	<input checked="" type="checkbox"/>
Frame Amidships, Angle, E or F	<u>100 65 9</u> and as approved.	<input checked="" type="checkbox"/>	" " top Angles	<u>75 75 7.5</u>	<input checked="" type="checkbox"/>
" " Extends up to	<u>Upper deck</u>	<input checked="" type="checkbox"/>	" " bottom Angles	<u>75 75 9</u>	<input checked="" type="checkbox"/>
Reversed Frame Amidships, Angle	<u>✓</u>	<input checked="" type="checkbox"/>	Side Girders, No. each side and thickness	<u>one 6.5</u>	<input checked="" type="checkbox"/>
" " Extends up to	<u>✓</u>	<input checked="" type="checkbox"/>	Margin Plate depth (excl. of flange) and thickness	<u>680 x 7.5</u>	<input checked="" type="checkbox"/>
Depth of Framing Girder	<u>✓</u>	<input checked="" type="checkbox"/>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<u>65 65 7</u>	<input checked="" type="checkbox"/>
Frames in Uppermost Continuous 'tween Decks, Angle, C or F	<u>✓</u>	<input checked="" type="checkbox"/>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<u>65 65 7</u>	<input checked="" type="checkbox"/>
" " Second 'tween Decks, Angle, C or F	<u>✓</u>	<input checked="" type="checkbox"/>	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<u>✓</u>	<input checked="" type="checkbox"/>
" " Third " " " "	<u>✓</u>	<input checked="" type="checkbox"/>	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<u>✓</u>	<input checked="" type="checkbox"/>
Framing in Peaks, Angle or F	<u>100 65 8</u>	<input checked="" type="checkbox"/>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>915 x 7</u>	<input checked="" type="checkbox"/>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>5/8 - 7 DIA</u>	<input checked="" type="checkbox"/>	INNER BOTTOM PLATING.		
State if Frame Joggled	<u>not joggled</u>	<input checked="" type="checkbox"/>	Breadth and thickness of Middle Line Strake	<u>1510 x 7.5</u>	<input checked="" type="checkbox"/>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<u>Panking Strips and Beams in Forepeak tank.</u>	<input checked="" type="checkbox"/>	Thickness of remainder in Holds	<u>7</u>	<input checked="" type="checkbox"/>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>Bottom plating 9.5 mm. Add. side girders. Double frames to floors and double riveted seams to bottom plating.</u>	<input checked="" type="checkbox"/>	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?	<u>single bottom in motor room</u>	<input checked="" type="checkbox"/>
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<u>✓</u>	<input checked="" type="checkbox"/>	Uppermost Continuous Deck, amidships in Wells, Angle, E or F	<u>130 75 8</u>	<input checked="" type="checkbox"/>
Height of Brackets at side above base line at toe of frame	<u>✓</u>	<input checked="" type="checkbox"/>	" " HALF BEAMS in way of Bridge, Angle, E or F	<u>90 65 7.5</u>	<input checked="" type="checkbox"/>
Middle Line Keelson, on Floors, Angles, C or F	<u>✓</u>	<input checked="" type="checkbox"/>	Spacing	<u>545</u>	<input checked="" type="checkbox"/>
" " Through Plate or Intercoastal Plate	<u>✓</u>	<input checked="" type="checkbox"/>	Second Deck, amidships, Angle, C or F	<u>✓</u>	<input checked="" type="checkbox"/>
" " Foundation Plate on Floors	<u>✓</u>	<input checked="" type="checkbox"/>	Spacing	<u>✓</u>	<input checked="" type="checkbox"/>
" " Flat Plate Keel Angles	<u>✓</u>	<input checked="" type="checkbox"/>	Third Deck, amidships, Angle, C or F	<u>✓</u>	<input checked="" type="checkbox"/>
Side Keelsons, No. each side	<u>✓</u>	<input checked="" type="checkbox"/>	Spacing	<u>✓</u>	<input checked="" type="checkbox"/>
" " thickness of Intercoastal Plate	<u>✓</u>	<input checked="" type="checkbox"/>	Fourth Deck, amidships, Angle, C or F	<u>✓</u>	<input checked="" type="checkbox"/>
" " Angles	<u>✓</u>	<input checked="" type="checkbox"/>	Spacing	<u>✓</u>	<input checked="" type="checkbox"/>
DOUBLE BOTTOM.			R.P. Deck, Angle, E or F	<u>130 75 8</u>	<input checked="" type="checkbox"/>
Solid Floors, thickness and spacing	<u>7 1635</u>	<input checked="" type="checkbox"/>	Spacing	<u>545</u>	<input checked="" type="checkbox"/>
" " Are Frame and Reversed Frame joggled?	<u>not joggled</u>	<input checked="" type="checkbox"/>	Bridge Deck, Angle, C or F	<u>✓</u>	<input checked="" type="checkbox"/>
Bracket Floors, breadth and thickness at middle line	<u>530 x 7</u>	<input checked="" type="checkbox"/>	Spacing	<u>✓</u>	<input checked="" type="checkbox"/>
" " breadth and thickness at margin plate	<u>530 x 7</u>	<input checked="" type="checkbox"/>	Forecastle Deck, Angle, E or F	<u>100 65 8</u>	<input checked="" type="checkbox"/>
			Spacing	<u>545</u>	<input checked="" type="checkbox"/>

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		
„ 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 „ „	<i>at hatch ends.</i>	✓	Thickness of Plating within line of openings...		
„ „ „ „ „	<i>365 x 9 7/8 plate</i> <i>BA. 150 x 75 x 9 7/8</i>	✓	If Sheathed, material and thickness		
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....		
Plating, thickness of	✓		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>1500 x 9.5</i>	✓	If Plated, state thickness		
„ „ „ „ in way of Bridge	✓		R. Q. Peep Deck.		
„ Angle in Wells	<i>90 90 10</i>	✓	Stringer Plate, breadth and thickness	<i>1500 x 7</i>	✓
Thickness of Plating abreast Deck openings in way of Wells	<i>9.5</i>	✓	Plating, Sheathing, material and thickness ...	<i>7/6 2 1/2" P.P.</i>	✓
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	<i>8- 7.5</i>	✓	Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness ...	✓	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	✓		Stringer Plate, breadth and thickness.....	<i>6</i>	✓
			Plating, Sheathing, material and thickness ...	<i>unsheathed 6</i>	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	<i>1000.</i>	<i>11.</i>	<i>10.</i>	<i>11.</i>		<i>double</i>	<i>19 77</i>	<i>3</i>	<i>19.</i>	<i>65</i>	<i>lapped</i>
„ DBLG. (if any)											
BOTTOM PLATING, No. of Strakes	<i>1470.</i>	<i>8.5</i>	<i>8.5</i>	<i>8.5</i>		<i>single</i>	<i>16 68</i>	<i>2</i>	<i>16</i>	<i>55</i>	<i>lapped</i>
BILGE PLATING, No. of Strakes	<i>1450.</i>	<i>8.5</i>	<i>8.5</i>	<i>7.5</i>		<i>"</i>	<i>16 68</i>	<i>2</i>	<i>16</i>	<i>55</i>	<i>lapped</i>
SIDE PLATING, No. of Strakes	<i>1780.</i>	<i>8.5</i>	<i>8.5</i>	<i>7.5</i>		<i>"</i>	<i>19 77</i>	<i>2</i>	<i>16</i>	<i>55</i>	<i>lapped</i>
UPPER DECK, Sheer-strake in Wells.....	<i>1210.</i>	<i>10.</i>	<i>8.</i>	<i>7.5</i>				<i>3</i>	<i>19</i>	<i>65</i>	<i>lapped</i>
UPPER DECK, Sheer-strake in Bridge ...		<i>14.5</i>									
STRAKE BELOW Sheer-strake in Wells.....	✓										
STRAKE BELOW Sheer-strake in Bridge ...	✓										
R. Q. D. Peep SIDE PLATING		<i>8.5</i>		<i>7.5</i>		<i>single</i>	<i>16 68</i>	<i>2</i>	<i>16</i>	<i>55</i>	<i>lapped</i>
BRIDGE SIDE PLATING ...	✓										
FORECASTLE SIDE PLATING			<i>6.</i>			<i>single</i>	<i>16 68</i>	<i>1</i>	<i>16</i>	<i>55</i>	<i>lapped</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *2.*
 „ Deck next below *1.*
 As per Rule *3.*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
„ „ Second „					
„ „ Third „					
„ „ Holds	<i>9/7</i>	<i>140 x 75 x 9</i>	<i>740</i>	-	-
COLLISION „ (in Hold)	<i>9/7</i>	<i>150 x 75 x 10</i>	<i>610</i>	<i>verm box beam.</i>	
AFTER PEAK „ „	<i>8/7</i>	<i>150 x 75 x 9</i>	<i>610</i>	-	-

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				<i>Flat plate keel</i>
STEM				<i>150 x 32 rolled bar.</i>
STERN FRAME { Propeller Post	<i>casting</i>	<i>195 x 80</i>	<i>Bakker & Co</i>	<i>and as approved</i>
{ Rudder				
RUDDER—A x D.....				
Speed of Vessel.....		<i>9.5 knots.</i>		
RUDDER mainpiece at head ...	<i>forging</i>	<i>140 7/8</i>	<i>Kon. Ned. Groepm.</i>	
„ FRAME keel ...	<i>casting</i>	<i>as per plan</i>	<i>Bakker & Co</i>	
„ how constructed		<i>double plated</i>	<i>on cast steel</i>	<i>same as per plan.</i>
„ double or single plate coupling, vertical or horizontal.....		<i>horizontal coupling</i>		

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 Limited; Dortmund Hoerder Huttenverein; Klockner-Werke A.G.

Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel works.*

Lloyd's Register Foundation

EQUIPMENT No. 6474 ✓												LETTER 8 ✓		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.			
2065	1st Bower ...	10	3	8	stockless			12	15	1	7	10-1-0	Union Stockless	Dortmund	Dortmund 20-1-37 J. Hoogen.
2066	2nd „ ...	10	3	8	„			12	15	1	7	9-3-0	„	Hoerdn Hutter verein a.g.	„ 20-1-37 „
2067	3rd „ ...	8	3	23	„			11	2	2	0	9-1-0 ✓	„	Dortmund.	„ 20-1-37 „
	Collective weight.	30	2	11								29-1-0			
2068	Stream	3	2	23	0	3	22	6	3	0	14	3-2-0	ordinary stock	Dortmund H. H. V.	Dortmund 20-1-37 J. Hoogen ✓

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.	Statury.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Dir.	Tons.	Length.	Dir.
1421	165.1	1 1/16	20 3/10	30 3/10	100.0	8	95.1	0	165	1 1/16	Und. Link	Kettenwerk Schliepen Siehtigvor.	Siehtigvor 1-2-37 Jul. Quast.	TOWLINE	75	2 1/2	13.2	75	2 1/2
														HAWSERS & WARPS	90	2	8.3	90	2
														"					
														"					
Stream	60	2 1/2		13.2					60	2 1/2				"					

relieving tackle and brake fitted

Steering Gear, Steam

Steering Gear, Hand

Yes in good working order

Boats

2 lifeboats

Steering Chains, Size and Test

3/4"; 6 3/4 - 13 1/2 tons

Windlass

hand patent and belt-driven from motor winch

Ceiling in Holds, thickness and material

2" pine

Cargo Battens, thickness, material and spacing

not fitted

Cargo Hatchways.—(Upper Deck)

plate and angle as approved

Thickness of Hatches

Size of No. 1 Hatchway (Forward)

37'9" x 16'5"

No. 2

37'9" x 16'5"

No. 3

No. 4

No. 5

No. 6

Number of Shifting Beams and/or Fore and Afters

6 shifting beams in each hatchway

Builder's Signature

N.V. Boelke's Scheepswerven en Machinefabriek

GENERAL DECLARATION. It should be stated (a) whether the vessel 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.

Flash point of oil fuel above 150° F

Oil fuel carried in No. 4 Oil tank.

The Workmanship was found good and the vessel has been built in accordance with the approved plans, with Secretarij's and Rotterdam letters (see page 4) and in general conformity with the Society's Rules.

All double bottom tanks, and fore and afterpeak tanks tested under pressure with a head of water as required by the Rules; watertight bulkheads and decks tested by hose and all parts found sound and tight.

Freeboard marks cut in on the vessels sides verified and found correct.

The amount of Entry Fee

36.00

Special Survey Fee

560.00

Travelling Expenses, if any

40.00

Fees applied for,

20.7.1937

Received by me,

44.8.1937

I am of opinion the Vessel should be Classed

+ 100 A 1

State whether the Vessel has been built under Special Survey

Yes

Signature

L. M. W.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Rotterdam Surveyors

Date of issue

9/8/37

Committee's Minute

Character assigned

+ 100 A 1

Lloyds ARCP

Rudder electrically welded

Cargo battens not fitted

+ Linc 7.37

See Reg

Note LCA

Write Xas

Amund

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.)

Plans approved:

Midship Section; Profile & Decks; Cast steel Sternframe;
Motorsealing; Watertight Bulkhead 20; Forepeak tank;
Afterpeak tank; Cast steel Rudderframe; Rudder & Quadrant and details.

Letters	Rotterdam	London
	17-12-36	18-12-36
	5-1-37	7-1-37
	1-2-37	2-2-37
	4-2-37	5-2-37
	14-4-37	6-4-37
		15-4-37

Interim Certificate and Certificates of Castings attached. No.

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

1st Bower	head 7-1-10	LS Dusseldorf No 1-16-1-37; Shank 3-1-26	LS Dusseldorf No 1947-16-1-37
2nd "	" 7-1-19	LS Dusseldorf No 2-16-1-37; "	3-1-17 LS Dusseldorf No 1948-16-1-37
3rd "	" 5-3-17	LS Dusseldorf No 3-16-1-37; "	3-0-6 LS Dusseldorf No 1949-16-1-37
Sheam	3-2-32	LS Dusseldorf No 4-16-1-37—	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 43.6 ft., Bridge ☒ ft., Forecastle 20.8 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

Overall Length of Vessel - 168.9' ✓

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Dk. (vsl)

Mchy aft. Cargo battens not fitted Redox electrically welded

Official No. ; Signal Letters P. I. A. B. Is bottom of Vessel coated with cement Yes ✓ if not give

particulars of composition paint in Motorroom with Owner's Consent.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Where Fitted.	Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, 2	107.2	127.	Fore peak tank,	16.	48.
Double bottom, under Engines and Boilers,			After peak tank,	9.	11.
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,		
Total capacity of double bottom 127. ✓			(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. 682.

Date 30-12-36

Dates of Surveys held while building

16-19-24-26 1/2; 2-5-9-12-14-26 1/3; 2-3-7-12-14-15-19-20-21-28-30 1/4;
4-8-13-25 1/5; 2-4-7-8-9-15-23-28-29-30 1/6; 2 1/7-19 37

Lloyd's Register
Foundation
Total No. of Visits 36.