

STEEL STEAMER or MOTORSHIP.

10 APR 1928

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 3<sup>rd</sup> of April 1928 Port of Rotterdam No. 17352

Survey held at Krimpen a/d Lek Date First Survey 27-2-1928 Last Survey 27-3-1928 19

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) steel single screw steam seagoing hopper suction dredger "KABELTOL" machinery fitted aft

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) hopper dredger State Type of Erections none

TONNAGE under Tonnage Deck 289.49 CLASS 100A1 State if with freeboard no Built at Krimpen a/d. Lek.

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 122.75 Launched 15-8-1923 Yard No. 701

Total Breadth (greatest moulded) B 27.89 Builders J. & K. Smits Scheepswerven

Gross Tonnage 290.44 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 10.66 Owners South African Railway & Harbours Administration

Register Tonnage 129.21 1st Longitudinal Number (L x D) = 1308 Managers r (Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = 4732 Residence Cape Town.

REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) 9.5 Port of Registry Port Elizabeth

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.5 If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel Draught Moulded 9'4" on slipway and afloat

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	500%	/	Bracket Floors, Frame	/	
in fore & afterbody from 1 length to Collision bulkhead	530%	/	Reversed Frame		
in peaks	475%	/	Vertical Struts		
afterpeak	530%	/	Centre Girder, depth and thickness amidships	/	
FRAMING.			top Angles		
Frame Amidships, Angle, $\angle$ or $\Gamma$	75 65 7%	/	bottom Angles		
Extends up to	deck	/	Side Girders, No. each side and thickness	/	
Reversed Frame Amidships, Angle	65 65 7%	/	Margin Plate depth (excl. of flange) and thickness	/	
Extends up to	on floors only.	/	Vertical Angle to Tank side		
Depth of Framing Girder	/		Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, $\angle$ or $\Gamma$	/		Vertical Angle to Tank side		
Second 'tween Decks, Angle, $\angle$ or $\Gamma$	/		Bracket forward $\frac{1}{4}$ len. from stem		
Third	/		Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle $\angle$ or $\Gamma$	75 65 7%	/	Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	5/8 - 4 3/8	/	Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	not joggled	/	INNER BOTTOM PLATING.		
STIFFENING ARRANGEMENTS (Sec. 7), state system and particulars	stringer and addi. trans. web. frames as per approved plan.	/	Breadth and thickness of Middle Line Strake	/	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Thickness of remainder in Holds		
DOUBLE 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	357 x 7.5%	re plan	BEAMS.		
Height of Brackets at side above base line at toe of frame	height floors	/	Uppermost Continuous Deck, amidships in air chambers in Wells, Angle, $\angle$ or $\Gamma$	75 65 7%	/
Middle Line Keelson, on Floors, Angles, fore and aft	100 75 8.5%	/	in way of Bridge, Angle, $\angle$ or $\Gamma$	110 75 8.5%	/
Through Plate or Intercostal Plate	7%	/	Spacing	500 & 530%	/
Foundation Plate on Floors	/		Second Deck, amidships, Angle, $\angle$ or $\Gamma$	/	
Flat Plate Keel Angles	75 75 7%	/	Spacing		
Side Keelsons, No. each side fore and aft	one	/	Third Deck, amidships, Angle, $\angle$ or $\Gamma$	/	
thickness of Intercostal Plate	6.5%	/	Spacing		
Angles	75 75 7%	/	Fourth Deck, amidships, Angle, $\angle$ or $\Gamma$	/	
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	/		Poop Deck, Angle, $\angle$ or $\Gamma$	/	
Are Frame and Reversed Frame joggled?	/		Spacing		
Bracket Floors, breadth and thickness at middle line	/		Bridge Deck, Angle, $\angle$ or $\Gamma$	/	
breadth and thickness at margin plate	/		Spacing		
			Forecastle Deck, Angle, $\angle$ or $\Gamma$	/	
			Spacing		

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PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.
<b>PILLARS, No. of Rows.....</b>	Two		
" in 'tween Decks, Size and Spacing.....			
" " " " " "			
" in Holds " " " "	2 7/8 x 10 6 3/4		
" " " " " "	and to suit accommodation.		
<b>Centre Line Bulkhead.</b>			
Stiffeners and Spacing.....			
Plating, thickness of .....			
<b>STRINGERS AND DECKS.</b>			
<b>Uppermost Continuous Deck.</b>			
Stringer Plate, breadth and thickness in Wells.....	10 3/8 x 8 3/4		
" " " " " " in way of Bridge.....			
" Angle in Wells .....	7 5/8 7 5/8 8 5/8		
Thickness of Plating abreast Deck openings in way of Wells.....	6 3/4		
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 .....			
Plating, Sheathing, material and thickness .....			
<b>Bridge Deck.</b>			
Stringer Plate, breadth and thickness.....			
Plating, Sheathing, material and thickness .....			
<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness .....			
Plating, Sheathing, material and thickness .....			

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.			ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	Breadth.	Thickness.	Thickness.		State if jagged? Not jagged.	Single or Double.	No. of Rows of Rivets.	Rivets.	Strapped or Lapped.		
FLAT PLATE KEEL .....	900	11	8.5		double	16	60	three	19	65	shapped.
" DELG. (if any)											
BOTTOM PLATING, No. of Strakes.....	A 1000	-	7.5		single	16	60	two	16	55	lapped.
BILGE PLATING, No. of Strakes .....	D 1350	7.5	6.5		single	16	60	two	16	55	lapped.
SIDE PLATING, No. of Strakes .....	E 1350	7.5	6.5		single	16	60	two	16	55	lapped.
UPPER DECK, Sheer-strake in Wells.....	F 1360	8	6.5					two	16	55	lapped.
UPPER DECK, Sheer-strake in Bridge .....											
STRAKE BELOW SHEER-strake in Wells.....											
STRAKE BELOW SHEER-strake in Bridge .....											
POOP SIDE PLATING .....											
BRIDGE SIDE PLATING .....											
FORECASTLE SIDE PLATING .....											

WATERTIGHT BULKHEADS.				FORGINGS and CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel.....	Extending to Upper Deck (Sec. 3 c).....	Deck next below.....	As per Rule.....	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
				<b>KEEL, Bar .....</b>	Flat plate keel.		
				<b>STEM .....</b>	forging	133 x 28 1/2	Builders
				<b>STERN FRAME</b>			
				Propeller Post .....	133 x 70 1/2		Builders
				Rudder .....	133 x 63 1/2		
				<b>RUDDER-A x D .....</b>			
				<b>Speed of Vessel .....</b>	below 10 knots.		
				<b>RUDDER mainpiece at head .....</b>	forging	95 1/2	Builders
				" " heel .....		70 1/2	
				" " how constructed .....		Arms around on and kept to mainpiece.	
				" " double or single plate .....		single 15 1/2" with double	
				" " coupling, vertical or .....		3/8" shop as per app. plan	
				" " horizontal .....		no coupling	
<b>STEEL.</b> Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Siemens Martin steel.</i> <i>Dorman Long &amp; Co. Redcar.</i> Has the Steel been tested as required by the Rules? <i>Tested by Bureau Veritas Surveyors.</i>							

EQUIPMENT No. ....										LETTER	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
1175	1st Bower	7	0	13	7	0	13	9	0	0	368 kg. - 1
1176	2nd "	7	0	21	7	0	21	9	0	0	366 kg. - 1
	3rd "										
	Collective weight.										
1177	Stream	6	2	22	6	2	22	9	0	0	365 kg. - 1

CHAIN CABLES.										HAWSERS AND WARPS.										
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size supplied.		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.	Stain.	Break- ing.	Supplied.	Per Rule.	Cwts.	qrs.	lbs.	Cwts.					Length.	Diam.		Length.	Cir.	Length.
	Fathoms.	Diam.	Ins.	Tons.	Tons.		Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1659	151	7/8		13 3/4	20 5/8		67.1	1	8	165	28 3/4	1/2	Unknown	Rollender, 27.3.25 P.O. Williams	TOWLINE...	200 lb	2 1/4		220 lb	5 3/4
Recess 1655	46 lb	7/8		13 3/4	20 5/8		8.2	20		165	28	1/2	Kendrick, & Mol. Cradley Heath	Rollender, 13.3.25 P.O. Williams	HAWSERS & WARPS }	50 lb	4	manilla	165 lb	10 1/2
1665																				
Iron Stream Chain (Steel Wire)	90 lb	7/8		13 3/4	20 5/8		19.2	2	5		100 lb	22 3/4	1/2	Iron. Red. Gipsomden, Leiden	Leiden 28.3.25 P.O. Williams		55 lb			

Steering Gear, Steam and handgear on Bridge

Boats *one lifeboat*

Ceiling in Holds, thickness and material

Cargo Hatchways.-(Upper Deck)

Size of No. 1 Hatchway (Forward)

Number of Shifting Beams and/or Fore and Afters

Builder's Signature

**GENERAL DECLARATION.** It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *no* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *no*

The vessel has been surveyed throughout with a view to classification and the scantlings given in this report have been found to agree with the approved plans, which are being sent with this report.

Three webframes have been fitted in, fore and after body on each side, sidestainers brackets to bulkheads and new webframes, bulkhead stiffeners brackets to bottomplating where convenient all in accordance with the plans approved in this office.

The workmanship was found as far as could be ascertained good, the freestack has been tested as required by the Rules and found tight.

The equipment of the vessel has been examined and found to be as stated above, anchors and cables have been compared with certificates of test and found in order, all anchors and cables have either been tested or retested under the supervision of the Surveyor's Surveyors. The equipment has been approved for the figure 1 - per Secretary's letter M. 7. 3. 28.

P.T.O.

The amount of Entry Fee ..... £

Special Survey Fee .... £ 20.0.0

Travelling Expenses, if any £ 27.0.0

State whether the Vessel has been built under Special Survey *no*

Committee's Minute *WED. 11 APR 1928*

Character assigned *100 A 1*

*Suction Hopper Dredger*

*Lloyds Assoc.*

*1. 1. No 1-28*

*Date of Build 1923*

*White Rot*

*My*

*2044 2/2*



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.)

11.4.28  
Hoked  
11.4.28  
Futtoard marking verified and cut in on the vessel's sides, certificates issued direct to the owners by your office and as per notation on the assignment letter M 20-3-28, the vessel has been suitably prepared for the intended voyage, all openings where necessary have been properly closed and tarpaulings fitted when required so as to render the vessel seaworthy. R. Leunenburg.

The following plans approved in this office are being sent with this report:

- 1: Midship Section, Profile and Deck.
- 2: Stemframe and Rudder.
- 3: Watertight Bulkheads.

### Special Survey No. 1

The vessel has been placed on the slipway, bottom cleaned and examined, rudder lifted for examination, all found or made in good condition and recoated. — Forepeak, forehold, hopper space, hopper doors and fastenings, box keelson, air chambers port and starboard of hopper space, engine and boiler space bunkers and afterpeak cleaned and examined for examination, all ceiling removed in bunkers and pump rooms, keelsons, brackets, shinglers, breasthooks, beams, boiler-bearers and all other parts thoroughly cleaned, scaled, made free from oxidation and examined right fore and aft, and all parts recoated when required. —

Forepeak held by a head of water as required by the Rules and found tight. —

Deck, skylights, companions and engine and boiler casings examined and found good. Windlass overhauled. Anchors examined and found good.

Chain cables ranged with shackles unlocked and all found complete and in good condition. — Chain locker examined and found good. —

Steam steering gear, its connections, chains, blocks and rudder quadrant overhauled, examined and made good. Steering gear and windlass tested under steam and found in good working condition. —

Pumps, air and sounding pipes and ventilator coverings overhauled, examined and found or made good, doubling plates under sounding pipes good. —

Druey

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

1st Bower *Bureau Veritas Certificate, no drop test certificate available*  
2nd " " " " " " " " " " " "  
3rd " " " " " " " " " " " "

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle ✓ 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) *On M. Dk.*

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_ Is bottom of Vessel coated with cement, *piled* if not give particulars of composition *cement fore and aft.* *in an chamber*

### PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	6.2	12.-
Double bottom, under Engines and Boilers,			After peak tank,		
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			(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. \_\_\_\_\_

Date \_\_\_\_\_

Dates of Surveys held while building

*27/2; 28/2; 2/3; 9/3; 20/3; 22/3; 27/3 - 1928*

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Total No. of Visits: 7