

STEEL STEAMER or MOTORSHIP.

Received at London Office 22 SEP 1926

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 9th of September 1926 Port of Rotterdam No. 15595Survey held at Kinderdyk Date First Survey 5th of March 1926 Last Survey 25th of August 1926On the (State if Machinery fitted Yes and if Single, Twin or Triple Screw) steel single screw tugboat "OOSTZEE"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Tug State Type of Erections forecastle & bridgeTONNAGE under Tonnage Deck... 274.85 CLASS 100 A State if with freeboard as condition of Class without Built at KinderdykDo. of space or spaces between Tonnage Dk. and Upper Dk. 1000 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 132.25 Launched 22nd of July 1926 Yard No. 822Total Breadth (greatest moulded) B 24.25 Builders N. V. L. Smit & Zoon's Scheeps- & Werktuigbouw.Gross Tonnage 324.63 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 13.75 Owners N. V. L. Smit & Co's SleepdienstRegister Tonnage 23.94 1st Longitudinal Number (L x D) = 1818.44 Managers (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) 12.58 Residence RotterdamLength 132.6 Proportions—Depth to Length—Uppermost continuous deck to top of keel 9.62 Port of Registry RotterdamBreadth 24.45 Do. Long Bridge to top of keel ✓ If surveyed while building, afloat, or in dry dockDepth 12.75 Draught Moulded Tugboat 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	22	✓	Bracket Floors, Frame	✓	
" " from 1/2 length to Collision bulkhead	22	✓	" " Reversed Frame		
" " in peaks	18	✓	" " Vertical Struts		
	22	✓	Centre Girder, depth and thickness amidships	✓	
SIDE FRAMING.			" " top Angles		
Frame Amidships, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	5 1/2 3 36	✓	" " bottom Angles		
" " Extends up to	Upper deck	✓	Side Girders, No. each side and thickness	✓	
Reversed Frame Amidships, Angle	2 1/2 2 1/2 28	✓	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 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	✓		" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	✓		Bracket forward 1/2 len. from stem		
" " Third " " " "	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Framing in Peaks, Angle $\frac{5}{8}$ or $\frac{3}{4}$	5 1/2 3 36	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	5/8 7d 5 1/2 2	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	not joggled	✓	INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	No special panting arrangement or strengthening on account of design.	✓	Breadth and thickness of Middle Line Strake	✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Thickness of remainder in Holds		
SINGLE 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	14 x 28	✓	BEAMS.		
Height of Brackets at side above base line at toe of frame	33	✓	Uppermost Continuous Deck, amidships in Wells, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	4 1/2 3 34	✓
Middle Line Keelson, on Floors, Angles, $\frac{5}{8}$ or $\frac{3}{4}$	9 3 1/2 44	8 x 3 1/2 x 44	" " in way of Bridge, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	4 1/2 3 34	✓
" " Through Plate or Intercoastal Plate	✓		Spacing	22	✓
" " Foundation Plate on Floors	✓		Second Deck, amidships, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	✓	
" " Flat Plate Keel Angles	✓		Spacing		
Side Keelsons, No. each side	in Bunkers & Boiler space one	✓	Third Deck, amidships, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	✓	
" " thickness of Intercoastal Plate	✓		Spacing		
" " Angles	over floors	5 4 42	Fourth Deck, amidships, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	✓	
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	✓		Poop Deck, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	✓	
" " Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	3 1/2 2 1/2 32	✓
" " breadth and thickness at margin plate			Spacing	22	✓
			Forecastle Deck, Angle, $\frac{5}{8}$ or $\frac{3}{4}$	3 1/2 2 1/2 32	✓
			Spacing	22	✓

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>2 5/8</i>	<i>x</i>	<i>44</i>	/	Thickness of Plating within line of openings...				
" <i>Cross bunker</i> "	<i>3</i>	<i>x</i>	<i>44</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>21</i>	<i>x</i>	<i>34</i>	/	If Plated, state thickness				
" " " , in way of Bridge	<i>53</i>	<i>x</i>	<i>34</i>	/	Poop Deck.				
" Angle in Wells	<i>3</i>	<i>3</i>	<i>34</i>	/	Stringer Plate, breadth and thickness	/			
Thickness of Plating abreast Deck openings) in way of Wells	<i>34</i>	<i>30</i>	<i>28</i>	/	Plating, Sheathing, material and thickness ...				/
Thickness of Plating abreast Deck openings) in way of Bridge	/				Bridge Deck.				
Thickness of Plating within line of openings...	/				Stringer Plate, breadth and thickness.....	<i>24</i>	<i>x</i>	<i>26</i>	/
If Sheathed, material and thickness	<i>pitch pine</i>	<i>3</i>	/		(<i>wounded side 36 x .26</i>)	<i>hip plates</i>	<i>24</i>		/
Second Deck.					Plating, Sheathing, material and thickness ...	<i>pitch pine</i>	<i>2 1/2</i>	/	/
Stringer Plate, breadth and thickness in Wells...	/				Forecastle Deck.				
					Stringer Plate, breadth and thickness.....	<i>14</i>	<i>x</i>	<i>24</i>	/
					Plating, Sheathing, material and thickness ...	<i>hip plates</i>	<i>24</i>		/
						<i>pitch pine</i>	<i>2 1/2</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? <i>not jogged</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.									
<i>Bar</i> FLAT PLATE KEEL	<i>7</i>	<i>1 1/2</i>				<i>Double</i>	<i>7/8</i>	<i>4 1/2</i>					
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes <i>3</i>	<i>A</i>	<i>.38</i> ✓	<i>.34</i> ✓	<i>.34</i> ✓		<i>A - Double</i>	<i>5/8</i>	<i>2 3/8</i>	<i>two</i>	<i>A</i>	<i>3/4</i>	<i>2 1/2</i>	<i>shapped</i>
BILGE PLATING, No. of Strakes <i>2</i>	<i>B</i>	<i>.34</i> ✓	<i>.30</i>	<i>.30</i>		<i>B - Single</i>				<i>B</i>	<i>5/8</i>	<i>2 1/8</i>	<i>lapped</i>
	<i>C</i>	<i>.34</i> ✓	<i>.30</i>	<i>.30</i>		<i>C - Single</i>				<i>C</i>	<i>5/8</i>	<i>2 1/8</i>	<i>lapped</i>
SIDE PLATING, No. of Strakes <i>1</i>	<i>D</i>	<i>.34</i> ✓	<i>.30</i>	<i>.30</i>		<i>single</i>	<i>5/8</i>	<i>2 3/8</i>	<i>two</i>		<i>5/8</i>	<i>2 1/8</i>	<i>lapped</i>
	<i>E</i>	<i>.34</i> ✓	<i>.30</i>	<i>.30</i>									
UPPER DECK, Sheer-strake in Wells.....	<i>F</i>	<i>.36</i> ✓	<i>.30</i>	<i>.30</i>		<i>single</i>	<i>5/8</i>	<i>2 3/8</i>	<i>two</i>		<i>5/8</i>	<i>2 1/8</i>	<i>lapped</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>G</i>	<i>.36</i> ✓	<i>.30</i>	<i>.30</i>					<i>two</i>		<i>5/8</i>	<i>2 1/8</i>	<i>shapped</i>
STRAKE BELOW Sheer-strake in Wells.....													
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...		<i>.26</i>				<i>single</i>	<i>5/8</i>	<i>2 3/8</i>	<i>two</i>		<i>5/8</i>	<i>2 1/8</i>	<i>lapped</i>
FORE'TLE SIDE PLATING			<i>.26</i> ✓			<i>single</i>	<i>5/8</i>	<i>2 3/8</i>	<i>no butts</i>	<i>fitted</i>			

WATERTIGHT BULKHEADS.

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

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	forging	7 x 1 1/2	rolled material	
STEM	"	5 3/4 x 1 1/4	"	"
STERN FRAME { Propeller Post	"	6 x 3	Builders	
{ Rudder	"	6 x 3	"	
RUDDER—A x D				
Speed of Vessel		10 knots		
RUDDER mainpiece at head ...	forging	130 mm	Builders	
" " heel ...	"	100 mm	"	
" how constructed		arms & trunk on & keyed		
" double or single plate		single plate	90	
" coupling, vertical or horizontal		horizontal coupling		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Simon Martin process</i> <i>Fordingham Iron and Steel Works; Gutehoffnungshütte; Phoenix; August Thyssen, Rhenish</i>
	Has the Steel been tested as required by the Rules?	<i>Yes, by Surveyors at Steel Works. —</i>

EQUIPMENT No. <u>5015</u>												LETTER	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.				
408	1st Bower	10	0	24	10	0	24	12	4	1	14	10-0-0	Taylor's All forged	Koninklijke	Residen 18.8.26. C. Lodder
409	2nd "	10	1	19	10	1	19	12	6	2	7	10-0-0	" " "	Midel. Grof	" 18.8.26 "
410	3rd "	10	0	22	10	0	22	12	4	1	14	10-0-0	" " "	Imedery	" 18.8.26 "
	Collective weight.	30	3	9	30	3	9					30-0-0			
411	Stream	5	0	6	5	0	6	7	7	2	0	5-0-0	Taylor's all forged	Kon. red. Grof	Residen 18.8.26. C. Lodder

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.	Statutory.	Break-ing.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1298	240	1 1/2	40 5/16	58 1/16	188-2-5		276-2-0		240	1 1/2	Mid	N.V. Anker & Kalling, Rotterdam	Schudam 13-8-26 K. Kuyt.	TOWLINE...	60	6	hemp	60	6
Iron Stream Chain or Steel Wire		Cir.								Cir.				HAWSERS & WARPS	60	5	"	60	5
														"					

Steering Gear, Steam Yes Steering Gear, Hand Whirling tackle

Boats two boats Steering Chains, Size and Test 3/4 Windlass Steel Steam patent

Ceiling in Holds, thickness and material none fitted Cargo Battens, thickness, material and spacing none fitted

Cargo Hatchways.-(Upper Deck) ✓ Thickness of Hatches ✓

Size of No. 1 Hatchway (Forward) ✓ No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters ✓

N.V. L. SMIT & ZOON'S
Scheeps- & Werktuigbouw
Bij de Directieuren
G. W. Smit

Builder's Signature

GENERAL DECLARATION The Workmanship was found good and the vessel has been built to the approved plan, copies of which are being retained in the London Office for record, in agreement with the instructions contained in Secretary's Letters 20/1; 9/2 and 10/8 1926 and Rotterdam Letters 11/2; 17/2; 10/3 and 19/3 1926 respecting this case and in general conformity with the Society's Rules.
Afterpeak tank and forepeak tank tested under pressure with a head of water as required by the Rules and found sound and tight.
All bulkheads and deck tested by hose and found tight.
Freeboard marking verified and cut in on the vessel's sides.

The following plans have been approved and copies of same have been retained in the London Office: Mainship Section - Profile and Decks - Skinspan - Rudder - Forepeak - Afterpeak - Bulkheads on Nos 34, 46 & 47 frames.

Freeboard fee	24.00	Fees applied for, 14/9 1926 Received by me, 25.9.26	I am of opinion the Vessel should be Classed +100A1- "For towing purposes"
The amount of Entry Fee	36.00		
Special Survey Fee	390.00		
Travelling Expenses, if any	43.00		
State whether the Vessel has been built under Special Survey <u>Yes</u>		Signature <u>R. C. Cunningham</u> Surveyor to Lloyd's Register of Shipping.	
Certificate to be sent to <u>Rot.</u>		Date of issue <u>24/9/26.</u>	

Committee's Minute FRI. 24 SEP 1926
Character assigned -1- 100A1
for towing services

Lloyd's atrop + Lmc 8 26
F.D. O.G.

Wide

My

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.)

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

1st Bower *Taylor patent all forged*
2nd " " " "
3rd " " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge *51.75* ft., Forecastle *15.1*
(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*)

Official No. ; Signal Letters

particulars of composition Is bottom of Vessel coated with cement *Yes* if not g

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	<i>11.</i>	<i>11.</i>
Double bottom, if under Engines only,			Deep tank, aft,	<i>24.</i>	<i>19.</i>
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. *700*

Date *11-2-1926*

Dates of Surveys
held while building

*5/3; 18/3; 25/5; 9-14-25/6; 6-13-20-22-23-26-28-31/7;
10-23-25/8-1926.*

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Total No. of Visits

Lloyd's Register
Foundation