

STEEL STEAMER or MOTORSHIP.

9 FEB 1929

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

*February 1929.*Port of *STETTIN*No. *933*

Survey held at

STETTIN

Date First Survey

28th October 1927

Last Survey

February

1929.

On the

(State if Machinery Fitted Aft and if Single, Twin or Triple Screw)

*Steel S.**AM STELKERK*

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Openings)

Complete Superstructure with Tonnage Openings

State Type of Erections

Forecastle Bridge.

TONNAGE under Tonnage Deck...

325.42

CLASS

+100 A1

State if with freeboard as condition of Class

*yes*Built at *Stettin*

No. 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 367.5

Breadth (greatest moulded)

B 58.

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

D 33.5

1st Longitudinal Number (L x D)

= 12311

2nd Numeral L x (B + D)

= 31788

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

13.1

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

10.9

Do. Long Bridge to top of keel

8.8

Draught Moulded

*23' 1 1/4"*Launched *26th July 1928* Yard No. *286.*Builders *Niische & Co. A. G.*Owners *Vereenigde Nederlandische Scheepvaart Maatschappij*

Managers

(Where necessary to be entered in Reg. Book)

Residence *Amsterdam*Port of Registry *The Hague.*

If surveyed while building, afloat, or in dry dock

Whilst building, afloat and in dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
Clipping amidships	<i>705 mm</i>	<i>755 mm</i>	Bracket Floors, Frame	—	—
from 1/3 length to Collision bulkhead	<i>685</i>	<i>755 mm</i>	" " Reversed Frame	—	—
in peaks	<i>610</i>	<i>755 mm</i>	" " Vertical Struts	—	—
CG.			Centre Girder, depth and thickness amidships	<i>1040 x 13.5 - 11 mm</i>	<i>in B. sp. 15 mm</i>
ships, Angle, E or C	<i>230 x 90 x 12.5 - 11 mm</i>		" " top Angles	<i>90 x 90 x 13.5 - 11 mm</i>	<i>in B. sp. 15 mm</i>
Extends up to	<i>chukker 180 x 90 x 9.5</i>		" " bottom Angles	<i>100 x 100 x 14.5 - 13 mm</i>	
Same Amidships, Angle	—		Side Girders, No. each side and thickness	<i>each side 10 mm</i>	<i>in B. sp. 12.5 mm</i>
" Extends up to	—		Margin Plate depth (excl. of flange) and thickness	<i>950 x 12.5 mm</i>	<i>in B. sp. 14.5 mm</i>
Framing Girder	—		" " Vertical Angle to Tank side	<i>90 x 90 x 10.5 - 13 mm</i>	
Uppermost Continuous 'tween Decks, Angle, E or C	<i>180 x 90 x 9.5 - 13 mm</i>		Bracket abaft 1/2 len. from stem	<i>160 x 80 x 13 mm</i>	<i>where fitted.</i>
Second 'tween Decks, Angle, E or C	<i>180 x 90 x 9.5 - 13 mm</i>		" " Vertical Angle to Tank side	<i>160 x 80 x 13 mm</i>	
Third " " " "	—		Bracket forward 1/2 len. from stem	<i>160 x 80 x 13 mm</i>	
Peaks, Angle or C	<i>180 x 75 x 9.5</i>		Gussets, spacing and scantling abaft 1/2 len. from stem	<i>in every frame continuous plate 10 mm</i>	<i>in B. sp. 12.5 mm</i>
and Spacing of Rivets through Frame and Shell Plating amidships	<i>22 - 121 mm where fitted</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>continuous plate 10 mm</i>	<i>double riveted.</i>
in Joggled	<i>22 - 143 mm</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>190 x 80 x 10 mm in B. sp. 12.5 mm</i>	<i>other parts.</i>
Arrangements (Sec. 7), state system and particulars	<i>3 stringers 610 - 255 x 10 mm</i> <i>2 pairs of beams</i> <i>3 web frames 540 x 10 mm</i>		INNER BOTTOM PLATING.		
Kind of Bottom for State Particulars	<i>Double bottom frames from ft. 120 - 143.</i>		Breadth and thickness of Middle Line Strake	<i>1270 x 12.5 - 10 mm</i>	<i>in B. sp. 12.5 mm</i>
Thickness and thickness at mid-line in holds	—		Thickness of remainder in Holds	<i>10.5 - 9 mm</i>	
Height of Brackets at side above base line at toe of frame	—		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>	<i>as per approved plan.</i>
Keelson, on Floors, Angles, E or C	—		BEAMS.		
" Through Plate or Intercoastal Plate	—		Uppermost Continuous Deck, amidships	<i>200 x 90 x 11 - 12 mm</i>	
" Foundation Plate on Floors	—		" " in way of Bridge, Angle, E or C	<i>200 x 90 x 11 mm</i>	
" Flat Plate Keel Angles	—		Spacing	<i>on every frame.</i>	
No. each side	—		Second Deck, amidships, Angle, E or C	<i>230 x 90 x 11 - 13 mm</i>	
Thickness of Intercoastal Plate	—		Spacing	<i>on every frame.</i>	
Angles	—		Third Deck, amidships, Angle, E or C	<i>230 x 90 x 11 - 13 mm</i>	
Thickness and spacing	<i>12.6 in E. & B. spaces</i> <i>10 mm in other parts</i>		Spacing	<i>on every frame.</i>	
Are Frame and Reversed Frame joggled?	<i>yes</i>		Fourth Deck, amidships, Angle, E or C	—	
Bracket Floors, breadth and thickness at middle line	—		Spacing	—	
" " breadth and thickness at margin plate	—		Poop Deck, Angle, E or C	<i>150 x 75 x 9 mm</i>	
			Spacing	<i>on every 2nd frame.</i>	
			Bridge Deck, Angle, E or C	<i>180 x 75 x 9.5 mm</i>	
			Spacing	<i>on every frame.</i>	
			Forecastle Deck, Angle, E or C	<i>200 x 90 x 12 mm</i>	
			Spacing	<i>on every 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.....									
" in 'tween Decks, Size and Spacing....					<div style="display: flex; align-items: center;"> <div style="border-left: 1px solid black; padding-left: 5px;"> 250×15 290×12.5 280×11 155×10 </div> <div style="margin-left: 10px;"> 7500 5200 </div> </div>				
" " " " " " " "									
" in Holds " " " "					<div style="display: flex; align-items: center;"> <div style="border-left: 1px solid black; padding-left: 5px;"> 400×15 350×15 </div> <div style="margin-left: 10px;"> 7500 5200 </div> </div>				
Fore peak one row, 3 pillars.					120-90-75, 1220				
After ship peak deck 10 rows					irregularly				
Centre Line Bulkhead.					each 4 pillars of 90 mm.				
Stiffeners and Spacing.....					- - -				
Plating, thickness of					- - -				
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells					1420 x 12.5 - 10 mm				
" " " " in way of Bridge					1420 x 9.5 mm				
" Angle in Wells					130 x 130 x 12.5 - 11.5 mm				
Thickness of Plating abreast Deck openings					10.5 - 9.5 mm forward.				
in way of Wells					10.5 - 9 mm				
Thickness of Plating abreast Deck openings					9.5 - 8.5 mm				
in way of Bridge					9 mm				
Thickness of Plating within line of openings...					9 mm				
If Sheathed, material and thickness					-				
Second Deck.									
Stringer Plate, breadth and thickness in Wells...					1420 x 10 - 8.5 mm				
Stringer Plate, breadth and thickness in way of Bridge					1420 x 10 mm				
Thickness of Plating abreast Deck openings					8.5 - 7.5 "				
in way of Wells					8.5 - 8 "				
Thickness of Plating abreast Deck openings					10 mm way of oil bunkers				
in way of Bridge					8 mm forward.				
Thickness of Plating within line of openings...					7.5 mm				
If Sheathed, material and thickness					-				
Third Deck.									
Stringer Plate, breadth and thickness.....					1420 x 8.5 mm				
If Plated, state thickness.....					7.5 mm				
Fourth Deck.									
Stringer Plate, breadth and thickness.....					-				
If Plated, state thickness					-				
Poop Deck.									
Stringer Plate, breadth and thickness					600 x 8 mm				
Plating, Sheathing, material and thickness ..					where horses 6.5 mm				
					Peak 63 mm				
Bridge Deck.									
Stringer Plate, breadth and thickness.....					1420 x 10 mm				
Plating, Sheathing, material and thickness ..					10 - Peak 63 mm				
Forecastle Deck.									
Stringer Plate, breadth and thickness.....					980 x 8.5 mm				
Plating, Sheathing, material and thickness ..					8.5 Peak 63 mm				

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.	
	none	none	none	none		none	none		none	none		
FLAT PLATE KEEL	1270	18.5	16.5	16.5		Double	22	84 88	4-3	22	88/94	Double butt straps.
„ DBLG. (if any)	none -					-	-	-	-	-	-	-
BOTTOM PLATING, No. of Strakes A-D=4. }	1760	14	14	12		Double ends	0.5 L 22 19	84 76	3	22 19	74 64	Lapped.
BILGE PLATING, No. of Strakes E-J..... }	2000	14	12	12		ends	0.5 L 22 19	84 76	3	22 19	74 64	„
SIDE PLATING, No. of Strakes F-L, G..... }	1900	14 15	11.5	11.5		ends	0.5 L 22 19	84 76	3	22 19	74 64	„
UPPER DECK, Sheer-strake in Wells..L. }	1380	16.5	11.5	11.5		ends	0.5 L 22 19	84 76	5-3	25 22 19	112 88-74 64	„
UPPER DECK, Sheer-strake in Bridge L. }	1355	16.5				Double	22	84	5-3	25 22	112 74	„
STRAKE BELOW Sheer-strake in Wells..... }	-	24 at break				Pieble.	25	94	-	-	-	-
STRAKE BELOW Sheer-strake in Bridge K. }	1355	15	-	-		Double ends	0.5 L 22 19	84 76	4-3	22 19	88/94 64	„
POOP SIDE PLATING	-	-	-	-		-	-	-	-	-	-	-
BRIDGE SIDE PLATING ...	1000	12.5	-	-		Double	19	76	3	19	64	„
FOREC'TLE SIDE PLATING	-	-	10	-		Single	19	76	1	19	64	„

WATERTIGHT BULKHEADS.

Total No. of **W.T. BULKHEADS** in Vessel— 7.
 Extending to Upper Deck (Sec. 3 c) 2
 „ Deck next below 4, No 9 deck.
 As per Rule.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings. <i>mm.</i>	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Plate</i>	<i>1270x785</i>		✓
STEM	<i>Forging</i>	<i>240x63</i>	<i>Styestahlwerk Grillen.</i>	✓
STERN FRAME {	Propeller Post	<i>Casting</i>	<i>to plan</i>	✓
	Rudder "	—	<i>F. Schichau Elbing.</i>	✓
RUDDER—A x D	<i>903</i>			✓
Speed of Vessel	<i>12.5 knots.</i>			✓
RUDDER mainpiece at head ...	<i>Forging</i>	<i>300</i>		✓
" " heel ...	—	—		✓
" how constructed	<i>Casting</i>	<i>bill</i>	<i>F. Schichau Elbing</i>	✓
" double or single plate	<i>double</i>			✓
" coupling, vertical or horizontal	<i>horizontal</i>	<i>760x90.</i>		✓

STEEL.

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

Kisselboudsche Stahlwerke A.G. Brandenburg: Maxco,
Vereinigte Stahlwerke A.G. Horder Verein: Angles &c.
Has the Steel been tested as required by the Rules? Yes

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

EQUIPMENT No. 33595												LETTER <i>y</i>		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.				
886	1st Bower ...	59	2	23				48	4	1	14	60	} Ginson Stockless	Ginson & Co.	Hamburg, 28.3.28 KH	
888	2nd „ ...	60	0	6				48	10	0	0	60		Hamburg.	"	"
885	3rd „ ...	59	3	26				48	7	2	0	60		Buckan.	"	"
	Collective weight.	179	2	24								170 1/2			"	"
891	Stream	17	0	23				18	8	3	0	16 1/4			"	"

CHAIN CABLES.										HAWERS 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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1584	135	2 3/4	86 7/8	120 1/2	336-2-0	322 1/8	135	2 3/4	Steel	R. V. Neust.	Rotterdam, 1.1.28	TOWLINE... HAWERS & WARPS }	120	4 3/4	64.8	120	4 3/4	
1616	135	2 3/4	86 7/8	120 1/2	333-3-0	322 3/8	135	2 3/4	2nd Link	Ketting & Co.	" 2.2.28		90	2 3/4		90	2 3/4	
Iron Stream Chain or Steel Wire	90	3/4							Link	Bergstrick	P. F. Willemse.		"	90	2 1/2		90	2 1/2
													"	"		"	"	

Steering Gear, Steam <i>Atlas Werke A. G. Bremen</i>		Steering Gear, Hand <i>Atlas Werke A. G. Bremen</i>	
Boats	4 life boats - 24' x 7' 6" x 3'		Steering Chains, Size and Test <i>none</i>
	1 gig. - 22' x 7' 1" x 3' 1"		
	1 Dinghy - 18' 1" x 6' 1" x 2' 1"		
Ceiling in Holds, thickness and material <i>75 mm, Firewood</i>		Cargo Battens, thickness, material and spacing <i>150 x 50 mm, wood, 225 mm</i>	
Cargo Hatchways.—(Upper Deck) <i>4 on shell deck, 1 on bare deck</i>		Thickness of Hatches <i>75 mm</i>	
Size of No. 1 Hatchway (Forward) <i>70275 x 2600 mm</i> No. 2 <i>70275 x 2600 mm</i> No. 3 <i>2265 x 2600 mm</i> No. 4 <i>815 x 2600 mm</i> No. 5 <i>815 x 2600 mm</i> No. 6 —			
Number of Shifting Beams and/or Fore and Afters <i>No 1 & 2: each 5, No 3 none, No 4 & 5: each 4, no Fore and Afters.</i>			
Nüscke & Co.			
Schiffswerk, Kesselschmiede und Maschinenbau-Anstalt A.-G.			
Builder's Signature <i>H. Haumann, M. Evers</i>			

GENERAL DECLARATION *This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Society's Rules for steel vessels.*

The workmanship is of good quality, all parts, confirming well with each other and are efficiently riveted together.

All peak tanks, double bottom tanks, deep tanks, cofferdams and oil bunkers have been tested as required by the Society's Rules and were found perfectly tight. Their air- and sounding pipes comply with the Rules.

The painting arrangements and strengthening of the bottom forward has been carried out as approved and to our satisfaction.

All steel material used in the construction of this vessel has been made at works recognised by the Society and tested in accordance with the Rules.

The freeboard approved by the Committee has been marked on vessels sides, verified

The amount of Entry Fee £ 8 : 0 : 0			Fees applied for, <i>31st Jan 1929</i>
Special Survey Fee.... £ 291 : 18 : 0			
<i>Freeboard. 10 . 0 . 0</i>			Received by me, <i>8/2/29</i>
Travelling Expenses, if any £ 26 : 0 : 0			
<i>Of this amount please credit £ 20-0-0 to the Hamburg office.</i>			
State whether the Vessel has been built under Special Survey <i>yes</i>			
Signature <i>M. Scholl</i>			
Surveyor to Lloyd's Register of Shipping.			
Certificate to be sent to <i>Sto</i> Date of issue <i>12/2/29</i>			

I am of opinion the Vessel should be Classed *+100 A1, shelter deck*
with freeboard. Filled for carrying of oil in deep tank (2,29)
F.P. above 150°F.

Committee's Minute **JUE. 12 FEB 1929**

Character assigned **+ 100A1 With Free board**

Fitted for Carrying Oil F.P. above 150°F in Deep Tank

Lloyds A&CP + L.M.C. 2.29 F. & C.

Fitted for Oil Fuel, 2.29 F.P. above 150°F

Thiele

M. Nüscke 160

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W1643-0176 (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.)

and cut in. The draught corresponding to the assigned summer freeboard is 23' 1 1/4" as given in the Builders' deadweight and displacement scale.

11 Anchors and chain cables have been compared with the Certificates and were found in order. The dry tank underneath the palm oil tank and the cofferdams are not connected to the ballast lines and therefore not included in the particulars of water ballast.

The vessel has been examined in dry dock on the 28th September 1928; found the bottom in good order and well coated.

The approved plans are being retained for use in connection with the sister vessel L. No 287 (Chaaskerk).

M. Folse.

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

1st Bower Head 39-1-14 Cst. A.B. 3508, 8.3.28. Shank 17-3-27 Cst. A.B. 312, 8.3.28.
2nd „ „ 39-2-6 „ A.B. 3598, 8.3.28. „ 18-0-13 „ K.H. 305, 28.3.28.
3rd „ „ 39-7-14 „ A.B. 3507, 8.3.28. „ 17-2-18 „ A.B. 295, 8.3.28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge 111.5 ft., Forecastle 36.4 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 Decks, steel.

Official No. ; Signal Letters

Is bottom of Vessel coated with cement ^(only drink water ex. fr. 35-58) ~~fore & after pl.~~ if not give

particulars of composition Water tanks, dry tank & cofferdams asphalt; oil tanks oil painted.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Frame 17-52	84	199	Fore peak tank, Fr. 144 to stem	25.6	80
Double bottom, under Engines and Boilers,			After peak tank, „ 0 „ 9	18-	44
Double bottom, # under Engines only, Fr. 52-70	47	160	Deep tank, aft, sdb. fr. 87-98	27.25	250
Double bottom, # under Boilers only, „ 71-85	44	138	Deep tank, forward, „ „ „	27.25	252
Double bottom, forward, „ 100-144	102	229	Other tanks, if fitted, Tide bunkers fr. 71-86	37.1	510
Total capacity of double bottom		726	(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 26th Aug 1927.

Dates of Surveys held while building

1927: Oct. 28, Nov. 18, 30, Dec. 14, 1928: Jan. 4, 7, 13, 19, 26, Feb. 10, 15, 20, 23, 25, 27;
March: 9, 10, 17, 20, 21, 24, 28, 30, April: 2, 5, 13, 16, 19, 21, 25, 26, 28, May: 7, 3, 5, 7, 14, 18, 22, 29, 31;
June: 5, 7, 12, 14, 18, 19, 20, 22, 26, 29, July: 3, 4, 7, 10, 11, 14, 17, 18, 20, 21, 24, 25, 26, 31, August: 2, 4, 7, 10,
13, 16, 18, 22, 25, Sept. 3, 5, 7, 10, 13, 15, 16, 21, 25, 26, 28, Oct. 7, 3, 24, Nov. 28, Dec. 11,
1929: Jan. 7, 16, 23, 24, 28, 29, 30, Feb. 7, 4, 6, 7,

Total No. of Visits