

STEEL STEAMER or MOTORSHIP.

-4 JAN 1935

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 *28 December 1934* Port of *Amsterdam*

No.

Survey held at *Amsterdam* Date First Survey *10th October 1933* Last Survey *24 December 1934*On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)* *Twin screw motor vessel JAGERS FONTEIN*State Type *(Full scantling, Complete Superstructure with or without Tonnage Openings)* *Tull scantling*State Type of Erections *Roof, Bridge & Fore Castle*TONNAGE under Tonnage Deck... *5628.46*CLASS *+100 A1*

State if with freeboard as condition of Class

Built at *Amsterdam*Do. of space or spaces between Tonnage Dk. and Upper Dk. *2200.29*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 456.64*Launched *21 July 1934* Yard No. *229*Total *7828.75*Breadth (greatest moulded) *B 63*Builders *N.V. Nederlandsche Scheepb. Ht.*Gross Tonnage *10076.69*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 38.64*Owners *Vereenigde Nederlandsche Scheepvaart Ht.*Register Tonnage *6158.83*1st Longitudinal Number (L x D) *= 17658.24*Managers *Direcche en Agentuur Ht. Holland Afrika Lym N.V.*2nd Numeral L x (B + D) *= 46426.59*Residence *Amsterdam*

REGISTERED DIMENSIONS.

Length *139.34 = 457.16*

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.81*Port of Registry *Haarlem*Breadth *19.28 = 63.25*Do. Long Bridge to top of keel *9.7*

If surveyed while building, afloat, or in dry dock

Depth *10.63 = 34.845*Draught Moulded *30-9 7/8**Whilst 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	32		Bracket Floors, Frame	9 x 3 1/2 x .44	
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame	8 x 3 1/2 x .52	
" " in peaks	24		" " Vertical Struts	8 x 3 1/2 x .52	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	49 x .62	<i>in Motorroom 60 x .62</i>
Frame Amidships, Angle, E or [	<i>5 N1-22 3 hold 10 x 3 1/2 x .60 till upper tween deck</i>		" " top Angles	<i>double 3 1/2 x 3 1/2 x .56</i>	<i>4 x 4 x .56</i>
" " Extends up to	<i>N52 6 hold 10 x 3 1/2 x .44 till upper tween deck</i>		" " bottom Angles	<i>double 5 x 5 x .66</i>	
" " Reverse Frame Amidships, in Motorroom	<i>filate 3' 4" x .60 spaced 6 frames apart</i>		Side Girders, No. each side and thickness	<i>two .44</i>	<i>in Motorroom</i>
" " Extends up to	<i>reverse bar 10 x 3 1/2 x .58 till upper tween deck</i>		Margin Plate depth (excl. of flange) and thickness	42 x .56	50 x .58
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	T6 x 6 x .50	T6 x 6 x .50
Frames in Uppermost Continuous 'tween Decks, Angle, E or [	<i>10 x 3 1/2 x .44 N51 6 tween deck</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	T6 x 6 x .50	<i>and horizontal tank top</i>
" " Second 'tween Decks, Angle, E or [	<i>9 x 3 1/2 x .50 In way of Motorroom and N3 tween deck</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	18 x .44	<i>continuous and</i>
" " Third " " " "	<i>10 x 3 1/2 x .60 7 x 3 1/2 x .40 at alternate frame in way of N1 and 2 tween deck</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	18 x .44	<i>horizontal tank top (In Motorroom)</i>
Framing in Peaks, Angle or [	<i>10 x 3 1/2 x .60 in N1-22 3 tween deck</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	6' 5" x .50	<i>4' 5" x .50</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 rivets spaced 5 1/4" and further as per Rule</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>joggled only amidships 2' 3" x 9"</i>		Breadth and thickness of Middle Line Strake	56" x .56	45" x 1.12
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>panking frames 12 x 4 x 4 x .52 and intercostal stringers fitted spaced 6' 0" apart as approved</i>		Thickness of remainder in Holds	.40	.56
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>shell angles to floors 6 x 6 x .48 and extra intercostal girders fitted. Bottom plating increased in thickness 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</i>	
SINGLE BOTTOM. PARTLY IN AFTERSHIP			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	49 x .44		Uppermost Continuous Deck, amidships in Wells, Angle, E or [	9 x 3 1/2 x .46	<i>and as</i>
Height of Brackets at side above base line at toe of frame	<i>straight floors</i>		" " in way of Bridge, Angle, E or [	9 x 3 1/2 x .40	<i>approved</i>
Middle Line Keelson, on Floors, Partly in Motorroom	<i>20' 0" remainder .48</i>		Spacing	.32	
" " Through Plate or Intercoastal Plate	49 x .62		Second Deck, amidships, Angle, E or [	9 x 3 1/2 x .52	<i>and as</i>
" " Foundation Plate on Floors	<i>20' 0" remainder .48</i>		Spacing	32	<i>approved</i>
" " Flat Plate Keel Angles	<i>5 x 5 x .66 double one intercostal girder .44 in line of Turret tank bulk 10' 0" from centre of ship and one intercostal girder .44 16' 4" from centre of ship</i>		Third Deck, amidships, Angle, E or [	11 x 3 1/2 x .44	<i>and as</i>
Side Keelsons, No. each side	<i>two</i>		Spacing	32	<i>approved</i>
" " thickness of Intercostal Plate	<i>7 x 3 x .44</i>		Fourth Deck, amidships, Angle, E or [
" " Angles	<i>7 x 3 x .44</i>		Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, E or [	8 1/2 x 3 x .40	<i>7 x 3 x .40</i>
Solid Floors, thickness and spacing	<i>44 spaced 32" in aftership and in Motorroom 3' 5" forward amidship at every 3rd frame</i>		Spacing	32	<i>24</i>
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Bridge Deck, Angle, E or [	9 x 3 1/2 x .40	
Bracket Floors, breadth and thickness at middle line	36 x .44		Spacing	.32	
" " breadth and thickness at margin plate	42 x .44		Forecastle Deck, Angle, E or [	7 x 3 x .46	
			Spacing	24	

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>two</i>	<i>Spaced 11</i>		
.. in 'tween Decks, Size and Spacing.....	<i>15" x .40"</i>	<i>frame space</i>		
" " " " " "	<i>8 x 3 1/2 x .48</i>	<i>and as approved</i>		
" in Holds " " " "	<i>19 x .64</i>			
" " " " " "	<i>9 x 3 1/2 x .56</i>			
Centre Line Bulkhead.				
Stiffeners and Spacing.....				
Plating, thickness of				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	<i>66 x .80</i>	<i>at break of Bridge</i>		
" " " " in way of Bridge	<i>66 x .45</i>	<i>66 x 1.25</i>		
" Angle in Wells	<i>6 x 6 x .80</i>			
Thickness of Plating abreast Deck openings in way of Wells	<i>62 to .50</i>	<i>.45</i>		
Thickness of Plating abreast Deck openings in way of Bridge	<i>.41</i>			
Thickness of Plating within line of openings...	<i>.40</i>	<i>.44</i>		
If Sheathed, material and thickness				
Second Deck.				
Stringer Plate, breadth and thickness in Wells...	<i>92 x .39</i>			
Stringer Plate, breadth and thickness in way of Bridge	<i>92 x .39</i>			
Thickness of Plating abreast Deck openings in way of Wells	<i>.38</i>			
Thickness of Plating abreast Deck openings in way of Bridge	<i>.35</i>			
Thickness of Plating within line of openings...	<i>.33</i>			
If Sheathed, material and thickness	<i>✓</i>			
Third Deck.				
Stringer Plate, breadth and thickness.....	<i>92 x .34</i>			
If Plated, state thickness.....	<i>.30</i>			
Fourth Deck.				
Stringer Plate, breadth and thickness.....	<i>✓</i>			
If Plated, state thickness	<i>✓</i>			
Poop Deck.				
Stringer Plate, breadth and thickness	<i>53 x .38</i>			
Plating, Sheathing, material and thickness ...	<i>.30</i>	<i>leak deck 2 1/2</i>		
Bridge Deck.				
Stringer Plate, breadth and thickness.....	<i>88 x .50</i>			
Plating, Sheathing, material and thickness ...	<i>.46</i>	<i>inside deck house</i>		
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	<i>36 x .38</i>			
Plating, Sheathing, material and thickness ...	<i>.30</i>	<i>leak deck 2 1/2</i>		

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. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	55	.92	84	84		double	1"	4"	quadruple	1"	4"	Lapped
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes ... 4	72 1/2 60 1/2	.72	52	.60	to stern frame	double	7/8	3 1/2	quadruple	7/8	3 1/2	Lapped
BILGE PLATING, No. of Strakes ... 2	82	.72	.52	.52	„ „ „ „	„	7/8	3 1/2	„	7/8	3 1/2	Lapped
SIDE PLATING, No. of Strakes ... 4	80	.70	.40	.40		„	7/8	3 1/2	„	7/8	3 1/2	Lapped
UPPER DECK, Sheer-strake in Wells	80	.84	.40	.40	at break 1.16	„	1	4	„	1	4	Lapped
UPPER DECK, Sheer-strake in Bridge ...	80	.70				„	7/8	3 1/2	„	7/8	3 1/2	Lapped
STRAKE BELOW Sheer-strake in Wells	72	.70				„	7/8	3 1/2	„	7/8	3 1/2	Lapped
STRAKE BELOW Sheer-strake in Bridge ...	72	.70				„	7/8	3 1/2	„	7/8	3 1/2	Lapped
POOP SIDE PLATING .....			.44			„	3/4	3	double	3/4	2 5/8	Lapped
BRIDGE SIDE PLATING ...	33 1/2 70	.66				„	7/8	3 1/2	quadruple	7/8	3 1/2	Lapped
FOREC'TLE SIDE PLATING			.44			„	3/4	3	double	3/4	2 5/8	Lapped

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *8 (including peak bulk heads)*

Deck next below one (cross bunker bulk head)

As per Rule

STIFFENERS.

			Plating Thickness.	VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks			.28	6 x 3 x .32	32 1/2		
"	"	Second "	.36	8 x 3 1/2 x .48	32 1/2		
"	"	Third "					
"	"	Holds .....	.40 to .40	11 x 3 1/2 x .48	32 1/2	further all as approved	
COLLISION " (in Hold) .....			.52-32 .30	7 x 3 x .36	24	Semi Box beam fitted 6'-0"	
AFTER PEAK " " .....			.50-60 .30	8 x 3 x .48	24		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STERN FRAME {				
Propeller Bracket				
Rudder				
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head				
" " heel				
" " how constructed				
" double or single plate				
" coupling, vertical or				
" horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth process*
Vereinigte Stahlwerke, Gute Hoffnungshütte, Société Anonyme d'Outremer - Harbays

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

EQUIPMENT No 49559.75										LETTER E+		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.			
2663	1st Bower ...	81	3	1	stockless			59	10	0	0	85½	Grauson Klein	Otto Grauson	29-5-34 Hagdeburg
2664	2nd „ ...	81	1	24	„ „ „			59	10	0	6		„ „ „	& C ^o Hagdeburg	Buckan
2662	3rd „ ...	81	1	20	„ „ „			59	10	0	0		„ „ „	Buckan	N. Stoltz
	Collective weight.	244	2	17								244½			
2665	Stream*	42	3	19	„ „ „			37	17	2	0	31½	„ „ „	„ „ „	„ „ „

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.	Tons.		Fathoms.	Cir.
104	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.	Cast steel stud link	Otto Gruson & Co. Hageleburs	28-9-34 Hageleburs-Buckan. N. Stoltz	Steelwire TOWLINE	130	5 1/2	84.4	130	5 1/2	
	please see your letter Rotterdam						4-10-34						HAWERS & WARPS	4x100	2 3/4	15.2	4x100	2 3/4
48819		Cir.						Cir.					manilla	2x120	9"			
	Iron Steam Chain or Steel Wire	120	1 3/4	55 1/8	77 1/8	105-3-21	105 1/4	120	1 3/8	stud link	Hendrick & Moll. Ltd	29-9-33 Cradley Heath. Y.A. Kelly	"	2x120	8"			

Steering Gear, Steam *direct acting* Steering Gear, Hand *yes*

Boats *four life boats* Steering Chains, Size and Test *v* Windlass *Electric patent*

Ceiling in Holds, thickness and material *2 1/2 pine* Cargo Battens, thickness, material and spacing *2"x6" pine spaced 9"*

Cargo Hatchways.-(Upper Deck) *steel and angle bar* Thickness of Hatches *2 3/4 pine*

Size of No. 1 Hatchway (Forward) *31'6"x20'-1"* No. 2 *37'4"x20'-1"* No. 3 *18'8"x20'-1"* No. 4 *21'4"x20'-1"* No. 5 *34'8"x20'-1"* No. 6 *32'0"x20'-1"*

Number of Shifting Beams and/or Fore and Afters *N1 hatch 5, N2 hatch 6, N3 & 4 hatch 3, N5 hatch 6, and N6 hatch 5*
shifting beams

N.V. NEDERLANDSCHE SCHEEPSBOUW-MAATSCHAPPIJ
Builder's Signature *[Signature]*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *No* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Oil fuel is carried in Cross bunker and side tunnel tanks. Flash point above 150°F and the requirements of Section 20th of the Rules have been complied with

The workmanship was found good, and the vessel has been built in accordance with the approved plans. Copies of which are retained in the London Office for record and in accordance with the instructions, contained in the Secretary Letters and Rotterdam Letters respecting this case, and in general conformity with the Society's Rules

Tore and after peak tank, cross bunker, oil fuel bunkers and tanks at side of tunnels settling tank and all double bottom tanks, have been tested as required by the Rules and found sound and tight. Weather decks, watertight bulkheads, tunnel deck and W.T. doors have been tested by hose and found tight

Treeboard marking verified found correct and cut in the vessel's side as required

Eight Certificates are sent herewith viz: Stern frame, Stem, Propeller brackets, Rudder frame & Rudder post, Tiller, pins and Carriers

The amount of Entry Fee *£144:-* : / Fees applied for, *19*

Special Survey Fee.... *£5411:-* : / Received by me, *14.1.35*

Travelling Expenses, if any *£68:-* : /

I am of opinion the Vessel should be Classed *+ 100 A1*

State whether the Vessel has been built under Special Survey *yes* Signature *H. P. Jonker*
Rotterdam Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Amsterdam Surveyor* Date of issue *15/1/35*

Committee's Minute *TUE. 15 JAN 1935*

Character assigned *+ 100 A1*
Lloyd's A & P *+ Line 12.34*
oil Eng 2 DB 120 lb.
OG

wrote [Signature]

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W182-000(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.)

Sister Vessel M.S. BLOEMFONTEIN
N. V. Nederlandsche Scheepsbouw B^{ij} yard N 228
Amsterdam report N^o 13308.

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

1st Bower Weight 52-2-21 Cwts, N Stolk, Certif. N 734, Hagosburg-Buckan 30/1-34
2nd „ Weight 52-2-25 Cwts, N Stolk, Certif. N 735, Hagosburg-Buckan 30/1-34
3rd „ Weight 52-3-6 Cwts, N Stolk, Certif. N 733, Hagosburg-Buckan 30/1-34
Weight 29-0-0 Cwts, N Stolk, Certif. N 736, Hagosburg-Buckan 30/1-34

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32.16 ft., R.Q.D. ✓ ft., Bridge 175.42 ft., Forecastle 35.1 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) *three steel decks*

Official No. : Signal Letters

bottom of Vessel coated with cement *in* if not give

particulars of composition *Fore and afterpeak tanks and fresh water tanks*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, <i>water</i>	34	159
Double bottom, under Engines and Boilers, <i>oil</i>		98	After peak tank, <i>water</i>	36	124
Double bottom, if under Engines only, <i>water</i>	56	134	Deep tank, aft, <i>Tunnel tanks water</i>	48	638
Double bottom, if under Boilers only,			Deep tank, forward, (Cross bunker) <i>oil</i>	13.3	559
Double bottom, forward, <i>oil</i>	102.6	443	Other tanks, if fitted, <i>Tunnel tanks oil</i>	82.7	489
Total capacity of double bottom	645		(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. *177*

Date *10 Sept 1933*

Dates of Surveys
held while building

18-25-26/10, 6-8-21-28/11, 5-7-13-22-28-29/12-1933
2-4-9-16-18-24-26-31/1, 3-7-9-12-14-21-23-27/2, 1-3-6-7-13-14-16-19-21-23-27/3, 3-9-12-13
16-19-21-24-26/4, 2-4-7-8-11-12-14-17-18-22-24-25-28-29-30/5, 1-5-6-11-12-13-15-18-21-23-26-27
29-30/6, 2-3-5-7-9-11-14-17-18-19-21/4, 14-15-17-21-23-27-31/8, 3-4-8-11-13-17-19-20
24-25-27-28/9, 1-3-5-10-13-18-22-25-30/10, 2-13-15-20-26-28-30/11
8-12-18-20-24/12-1934

Total No. of Visits *130*