

STEEL STEAMER or MOTORSHIP.

Received at London Office - 1 FEB 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 22nd January 1926 Port of Hamburg No. 16680
Survey held at Hamburg Date First Survey 31st March 1925 Last Survey 14th January 1926
On the Twin Screw Motor Vessel "JAVANESE PRINCE"State Type Complete Superstructure with Tonnage Opening State Type of Erections disconnectedTONNAGE under Tonnage Deck... 5800 CLASS +100A1 State if with freeboard as condition of Class yes Built at HamburgDo. of space or spaces between Tonnage Dk. and Upper Dk. 1905 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 441.79 Launched 10th Nov. 1925 Yard No. 82Total 7705 Breadth (greatest moulded) B 60.00 Builders Deutsche Werft A.G.Gross Tonnage 6376 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 42.25 Owners Rio Cape Line Ltd.Register Tonnage 3874 1st Longitudinal Number (L x D) = 18666 Managers Furness Withy & Co. Ltd.
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. Residence London441.6 Framing Depth "d," at middle of length. See Sec. 3 (1d) 19.00 Port of Registry London60.35 Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.45 If surveyed while building, afloat, or in dry dock29.2 Draught Moulded 27'4" While 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.
Spacing amidships	864		Bracket Floors, Frame		
from 1/2 length to Collision bulkhead	685		Reversed Frame		
in peaks	610		Vertical Struts		
AMIDSHIPS.			Centre Girder, depth and thickness amidships	1300 15.9	
Amidships, Angle, [	305 102 12.96		top Angles	90 90 14	
Extends up to	2nd dk		bottom Angles	130 130 17	
ed Frame Amidships, Angle			Side Girders, No. each side and thickness	two 114	
Extends up to			Margin Plate depth (excl. of flange) and thickness	1160 144	
of Framing Girder	305		Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	160 160 15	
in Uppermost Continuous 'tween Decks, Angle, [	170 85 10		Vertical Angle to Tank side Bracket forward 1/2 len. from stem	160 160 15	
Second 'tween Decks, Angle, [	305 102 12.96		Gussets, spacing and scantling abaft 1/2 len. from stem	580 114	
Third " " "	P.R. 230 90 12		Gussets, spacing and scantling forward 1/2 len. from stem	580 114	
in Peaks, Angle, [	P.R. 240 90 12		Tank Side Brackets, height above base line at toe of Frame and thickness	2000 13	
er and Spacing of Rivets through Frame and Shell Plating amidships	25 135-145		INNER BOTTOM PLATING.		
Frame Joggled	no		Breadth and thickness of Middle Line Strake	1760 144-11.9 1440 144	
ARRANGEMENTS (Sec. 7), state system and particulars	4 web frames on 3rd & 4th frame; 3 side stringers; Bottom frames double; 4 side girders; 4 side girders; 4 side girders		Thickness of remainder in Holds	124 10.9	
THICKENING OF BOTTOM FOR.			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?	yes	
State Particulars	Thick plating amidship thickness		BEAMS.		
BOTTOM.			Uppermost Continuous Deck, amidships	230 90 11	
Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, [or [
Height of Brackets at side above base line at toe of frame			Spacing	10.5 48	
Keelson, on Floors, Angles, [or [			Second Deck, amidships, Angle, [or [	254 89 10.2 10.3 49	
Through Plate or Intercoastal Plate			Spacing	10.5 40	
Foundation Plate on Floors			Third Deck, amidships, Angle, [or [	254 89 10.2 10.3 42	
Flat Plate Keel Angles			Spacing	10.5 40	
ons, No. each side			Fourth Deck, amidships, Angle, [or [
thickness of Intercoastal Plate			Spacing		
Angles			Poop Deck, Angle, [or [
BOTTOM.			Spacing		
rs, thickness and spacing	114 very frame		Bridge Deck, Angle, [or [
Are Frame and Reversed Frame joggled?	no		Spacing		
oors, breadth and thickness at middle line			Forecastle Deck, Angle, [or [	220 85 10.5	
breadth and thickness at margin plate			Spacing	170 85 9	

PILLARS AND DECKS.

	mm. IN SHIP.				Any Departure from Approved Plans to be Noted.	mm. IN SHIP.				Any Departure from Approved Plans to be Noted.
	Width.	Depth.	Length.	Thickness.		Width.	Depth.	Length.	Thickness.	
PILLARS , No. of Rows <i>2 widely spaced</i>	165	10.5								
" in 'tween Decks, Size and Spacing.....	190	10								
" " " " " ".....	270	12								
" " " " " ".....	280	12.5								
" " " " " ".....	310	12.5								
" in Holds " " " ".....	335	13								
" " " " " ".....	430	15								
" " " " " ".....	480	16								
Centre Line Bulkhead.										
Stiffeners and Spacing.....										
Plating, thickness of										
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness <i>amidship</i>	1900	168								
" " " " " " in way of Bridge.....										
" Angle <i>amidship</i>	150	150	165							
Thickness of Plating abreast Deck openings <i>amidship</i>	142	11	9.2							
Thickness of Plating abreast Deck openings in way of Bridge.....										
Thickness of Plating within line of openings.....	107	9.2								
If Sheathed, material and thickness.....										
Second Deck.										
Stringer Plate, breadth and thickness <i>amidship</i>	1900	113								
Stringer Plate, breadth and thickness in way of Bridge.....										
Thickness of Plating abreast Deck openings in way of Bridge.....										
Thickness of Plating within line of openings.....										
If Sheathed, material and thickness.....										
Third Deck.										
Stringer Plate, breadth and thickness.....	1900	9.7								
If Plated, state thickness.....	8.8-8.2									
Fourth Deck.										
Stringer Plate, breadth and thickness.....										
If Plated, state thickness.....										
Poop Deck.										
Stringer Plate, breadth and thickness.....										
Plating, Sheathing, material and thickness.....										
Bridge Deck.										
Stringer Plate, breadth and thickness.....										
Plating, Sheathing, material and thickness.....										
Forecastle Deck.										
Stringer Plate, breadth and thickness.....	900	10								
Plating, Sheathing, material and thickness.....										

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>yes</i>			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.		
													Thickness.	Thickness.
FLAT PLATE KEEL <i>in way of deck keel</i>	<i>1400</i>	<i>22.2</i>	<i>19.7</i>	<i>19.7</i>	<i>✓</i>	<i>double</i>	<i>25</i>	<i>96</i>	<i>4</i>	<i>25</i>	<i>98</i>	<i>Lapped</i>	
„ DBLG. (if any)	<i>✓</i>	<i>26.7</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>28</i>	<i>108</i>	<i>✓</i>	<i>28</i>	<i>112</i>	<i>✓</i>	
BOTTOM PLATING, No. of Strakes	<i>3</i>	<i>17.4</i>	<i>17.4</i>	<i>17-18.4</i>	<i>✓</i>	<i>✓</i>	<i>25</i>	<i>96</i>	<i>4</i>	<i>25</i>	<i>100</i>	<i>✓</i>	
BILGE PLATING, No. of Strakes	<i>✓</i>	<i>17.4</i>	<i>15.5</i>	<i>17.4</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
SIDE PLATING, No. of Strakes	<i>✓</i>	<i>17.0</i>	<i>12.7</i>	<i>17</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>3</i>	<i>✓</i>	<i>87</i>	<i>✓</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
UPPER DECK, Sheer- strake in Bridge ...	<i>1320</i>	<i>18.7</i>	<i>12.7</i>	<i>12.7</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>100</i>	<i>✓</i>	
STRAKE BELOW Sheer- strake in Wells.....	<i>1890</i>	<i>17.9</i>	<i>12.7</i>	<i>12.7</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>100</i>	<i>✓</i>	
STRAKE BELOW Sheer- strake in Bridge ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
POOP SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
BRIDGE SIDE PLATING ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
FORECASTLE SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>14.2</i>	<i>✓</i>	<i>✓</i>	<i>single</i>	<i>19</i>	<i>76</i>	<i>1</i>	<i>19</i>	<i>66</i>	<i>✓</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel.....	8
Extending to Upper Deck (Sec. 3 c).....	1
" Deck next below.....	7
As per Rule.....	7

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL , Bar.....	Plate	Plate	Keel	
STEM	Forging	270.75	Without Brgs.	
STERN FRAME { Propeller Post.....	Castings	approved	Without Brgs.	
{ Rudder.....	Forging	280.90	Without Brgs.	
RUDDER -A x D.....		690.64		
Speed of Vessel		14.5 knots		
RUDDER mainpiece at head.....	Forging	368	334 Roda Works Ltd. Pilsen	
" " heel.....		243		
" how constructed.....		arms shouldered & keyed to mainpiece		
" double or single plate.....	single	28		
" coupling, vertical or horizontal.....	vertical			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
	mm.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper tween decks.....	7.6	140	75.75	760	
" " Second.....	8.0	160	700	760	
" " Third.....					
" " Holds.....		300.100	700	760	
COLLISION " (in Hold).....	12.2-8.5	117-87	11.12-14	760	
AFTER PEAK " ".....	9.5-8.8	220	270.90.11	610	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....
	<i>Plates and Sections: Gutehoffnungshütte: Oberhausen.</i>
	<i>Sections: Salzwedder Steel and Iron Works, Matheronville.</i>
	Has the Steel been tested as required by the Rules? <i>yes</i>

EQUIPMENT No. <u>40671</u>												LETTER <u>dt</u>		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.			
<u>29025</u>	1st Bower ...	<u>77</u>	<u>1</u>	<u>0</u>	-	-	-	<u>57</u>	<u>8</u>	<u>3</u>	<u>0</u>	}	<u>Bygon Improved</u> <u>Shackles</u>	<u>H.L. Rogers</u>	<u>Lundul. 25.8.25 J.H. Butler</u>
<u>29037</u>	2nd „ ...	<u>77</u>	<u>3</u>	<u>0</u>	-	-	-	<u>57</u>	<u>12</u>	<u>2</u>	<u>0</u>		<u>"</u>	<u>A. Co. Ltd.</u>	<u>" 28.8.25 " "</u>
<u>29036</u>	3rd „ ...	<u>77</u>	<u>1</u>	<u>0</u>	-	-	-	<u>57</u>	<u>8</u>	<u>3</u>	<u>0</u>		<u>"</u>	<u>"</u>	<u>" 28.8.25 " "</u>
	Collective weight	<u>232</u>	<u>4</u>	<u>0</u>								<u>232</u>			
<u>29027</u>	Stream	<u>29</u>	<u>2</u>	<u>7</u>	-	-	-	<u>28</u>	<u>6</u>	<u>3</u>	<u>14</u>	<u>29:1:14</u>	<u>"</u>	<u>"</u>	<u>" 26.8.25 " "</u>

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.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.				Special Manila	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
29035	300	2 1/2	112 1/2	157 1/2	987 2:7	940	300	2 1/2	Shadlock R. Rogers & Sons	Card. 3.9.25		Manilla	6a90	3	26.2	130	5 1/2
Non Stream Cable or Steel Wire	120	4 3/4		65.5			120	4 3/4	Shadlock R. Rogers & Sons	Card. 3.9.25		Manilla	4a100	8		4a100	8

Steering Gear, ~~Steam~~ electrically driven; efficient / Steering Gear, Hand

Boats 4 life boats / Steering Chains, Size and Test / Windlass electric driven; efficient

Ceiling in Holds, thickness and material 2 1/2" pine on transverse battens / Cargo Battens, thickness, material and spacing 150" 50, 9" clear spacing

Cargo Hatchways.-(Upper Deck) 800mm steel beamings & angles / Thickness of Hatches 70mm

Size of No. 1 Hatchway (Forward) 22' x 18' No. 2 31' 2" x 18' No. 3 31' 2" x 18' No. 4 25' 6" x 18' No. 5 31' 2" x 18' No. 6 31' 2" x 18' No. 7 12' x 18'

Number of Shifting Beams and/or Fore and Afters No. 1 hatchway = 3 shifting beams; Nos. 2, 3, 5 & 6 = 5; No. 4 = 4; No. 7 = 2.

DEUTSCHE WERFT
KATZENGESELLSCHAFT.
Builder's Signature *[Signature]* *[Signature]*

GENERAL DECLARATION This vessel has been built in conformity with the amended approved plans and the Requirements embodied in the Secretary's letters and in all other respects in accordance with the Rules with a view to obtain the Society's Class 100A with freeboard. The materials used in the construction have been made at works approved by the Committee and tested as required by Rules. The workmanship throughout is good, all parts conforming well with each other and satisfactory riveted together. The double bottom tanks, plate tanks and deep tanks also bulkheads, transoms and weather decks have been tested as required by the Rules and found tight. The ceiling is laid in way of holds on transverse battens leaving 2" air space between tank top and ceiling. The Panning arrangements have been carried out as approved and the bottom forward has been strengthened as required by Rules. The freeboard assigned by the Committee has been marked and cut in on vessel's sides and verified. Anchors and cables have been compared with the Certificates and were found in order. The approved Plans are being retained for use in connection with the sister vessel's Nos 83, 93, 94 & 95 buildings. 4 Test Certificates are attached.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, 25th Jan 1926

Special Survey Fee.... £ 392 : 12 : 6 I am of opinion the Vessel should be Classed + 100A1

Travelling Expenses, if any £ 8 : 7 : 6 Received by me, 9. 1926

Freeboard 12 : 0 : 0 to the vessel being examined in dry dock at Owners convenience

State whether the Vessel has been built under Special Survey yes Signature *Chisholm H. Goering*

Certificate to be sent to Owners Date of issue 1/2 cert only 9/2/26 Surveyor to Lloyd's Register of Shipping

Committee's Minute **FRI. 5 FEB 1926**

Character assigned **+ 100A1 Subject with freeboard**

Wm H. H. Lloyds Archt. + Lmb. 1.26 Oil Engines 2 x 1000H

FRI. 26 MAR 1926

Lloyd's Register Foundation
W182-0178 (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.)

Grounding: The vessel grounded at about one and a half miles North by West of Guahaven on the 14 January 1926, when coming to anchorage after her trial trip. Soundings were taken of all bilges and tanks and no sign of any leakage was observed. Considering the nature of grounding it was recommended that the vessel be further examined in dry dock at owner's convenience.

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

1st Bower *Anchor head, 46 cwt 1 gr. 13 lbs; No 2419, drop test 12' N.B. 30.3.25 Maydeburg*
2nd " " " 46 " 2 " 5 " 2507, " 12 N.B. 19.6.25 "
3rd " " " 46 " 0 " 8 " 2408, " 12 N.B. 30.3.25 "
All anchor shanks are of Forged Open Hearth Ingot Steel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *70* ft., R.Q.D. *✓* ft., Bridge *on top of superstructure deck* ft., Forecastle *42* 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) *2 decks (stl) and Sh. dk. (stl).*

Official No. *148717*; Signal Letters *K.T.P.G.* Is bottom of Vessel coated with cement *no* if not give particulars of composition *Peak tanks and Fuel oil double bottom tanks with oil and all bilges asphalt.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>113</i>	<i>241</i>	Fore peak tank,	<i>24</i>	<i>130</i>
Double bottom, under Engines and Boilers,	<i>✓</i>	<i>✓</i>	After peak tank,	<i>28</i>	<i>156</i>
Double bottom, if under Engines only, <i>Waterroom</i>	<i>48</i>	<i>217</i>	Deep tank, aft,	<i>28</i>	<i>975</i>
Double bottom, if under Boilers only,	<i>✓</i>	<i>✓</i>	Deep tank, forward, } <i>in front of Waterroom</i>	<i>14</i>	<i>491</i>
Double bottom, forward,	<i>206</i>	<i>928</i>	Other tanks, if fitted,	<i>✓</i>	<i>✓</i>
Total capacity of double bottom	<i>1386</i>		(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. *102*

Date *24th Jan. 1925*

Dates of Surveys held while building

31. March; 6 June; 7, 23 July; 4, 7, 10, 13, 22, 25, 28, 31 August; 2, 4, 9, 11, 12, 16, 24, 30. Sept; 1, 6, 8, 15, 19, 22, 28, 31 Oct; 2, 6, 9, 12, 13, 17, 24, 26 Nov; 1, 7, 18, 21, 22 Dec. 1925. 7, 11, 12, 14 Jan. 1926.

Total No. of Visits *45*