

Rpt. 1

STEEL STEAMER or MOTORSHIP

WRECK SECTION

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*

report no. 16000

Date of completion of report *7 August 1942*Port of *Amsterdam*

No.

Survey held at *Amsterdam*Date First Survey *16 December 1939* Last Survey *7 August*

1942

On the (State if Machinery fitted with or without Tonnage Opening)

Steel Twin screw Motor vessel Amerskerk

State Type (Full Seating, Complete Superstructure with or without Tonnage Opening)

*Shelterdeck with tonnage opening*State Type of Erections *Poop & Fore castle*TONNAGE under Tonnage Deck *6915.84*CLASS *+100A1*

State if with freeboard

*yes*Built at *Amsterdam*

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 *147.600*Launched *5 April 1941* Yard No. *280*

Total

Breadth (greatest moulded) B *19.200*Builders *N.V. Nederl. Scheepsb. Maats.*

Gross Tonnage

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

D *13.170*Owners *Vereenigde Nederlandsche*

Register Tonnage

1st Longitudinal Number (L x D) = *1943*Managers *Scheepvaart Maats. N.V.*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = *4777*Residence *Gravenhage*

REGISTERED DIMENSIONS.

length *150.30 = 493.12*
breadth *19.27 = 63.25*
depth *9.50 = 31.17*

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

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

*11.2*Port of Registry *Rotterdam*

If surveyed while building, afloat, or in dry dock

Draught Moulded *9.102 m**While 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	830		Bracket Floors, Frame	180x90x9
" " from 1/2 length amidships to Collision bulkhead	685		" " Reversed Frame	180x75x8
" " in peaks	610		" " Vertical Struts	220x90x1/2 and 250x90x1/2
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1238x14 1/2
Frame Amidships, Angle, E or F	250x90x11	N 5 hold	" " top Angles double	90x90x13 1/2
" " Extends up to	320x100x13	N 4 hold	" " bottom Angles double	130x130x15
Reversed Frame Amidships, Angle	320x100x12	motor room	Side Girders, No. each side and thickness	one 10 1/2 m
" " Extends up to	300x90x13	deep tank & N 3	Margin Plate depth (excl. of flange) and thickness	1070x16 1/2
Depth of Framing Girder	2nd deck	on motor room on frame 40-44-78-82 & 85	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	1300x16 1/2
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	150x14	in motor room on frame 40-44-78-82 & 85	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	TANK SIDE BRACKETS
" " Second 'tween Decks, Angle, E or F	2nd deck	Forw. 15% from stem	" " Gussets, spacing and scantling abaft 1/2 len. from stem	E.W. 60 MARGIN PLATE
" " Third " " " "	230x90x11	Forw. 15% from stem	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	Continuous AND E.W. to Margin plate
" " from 1/2 len. for'd. to 15% len. from Stem	22 m rivets spaced 132 m	Forw. 15% from stem	Tank Side Brackets, height above base line at toe of Frame and thickness	1970x12 m
" " in Peaks, Angle or F			INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Breadth and thickness of Middle Line Strake	1475x16
State if Frame Joggled	No ordinary		Thickness of remainder in Holds	12 m
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	all as approved		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?	14 1/2 m in way of Motor scolding 30 m
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	all as approved		BEAMS, SHELTER DECK	
SINGLE BOTTOM. AFT. OF MOTOR ROOM	1000x11 1/2	from fr 44-62	Uppermost Continuous Deck, amidships in Wells, Angle, E or F	230x90x11 and as approved
Floors, Depth and thickness at mid-line in Holds	1200x11 1/2	from fr 44 till aft.	" " in way of Bridge, Angle, E or F	
Height of Brackets at side above base line at toe of frame	straight floors		Spacing	830
Middle Line Keelson, on Floors, Angles	300x90x13		Second Deck, amidships, Angle, E or F	250x90x13 and as approved
" " Through Plate or Intercoastal Plate	14 1/2 to 12 1/2		Spacing	830
" " Foundation Plate on Floors	none		Third Deck, amidships, Angle, E or F	280x90x13 and as approved
" " Flat Plate Keel Angles	130x130x15	14 m continued	Spacing	830
Side Keelsons, No. each side	three	outer keelson 10 1/2 m	Fourth Deck, amidships, Angle, E or F	
" " thickness of Intercoastal Plate	11 m	lateral bulk 3420 out of ship	Spacing	
" " Angles	11 to 10 1/2 m	1680 " " "	Poop Deck, Angle, E or F	200x75x10 1/2
DOUBLE BOTTOM. FROM AFTER END MOTOR ROOM TO COLLISION BULKHEAD			Spacing	830
Solid Floors, thickness and spacing	11 1/2 m every 3rd floor		Bridge Deck, Angle, E or F	
" " Are Frame and Reversed Frame joggled?	joggled		Spacing	
Bracket Floors, breadth and thickness at middle line	1240x11 1/2 m		Forecastle Deck, Angle, E or F	200x75x10 and as approved
" " breadth and thickness at margin plate	915x11 1/2 m		Spacing	610 & 685

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	two	310	Stringer Plate, breadth and thickness in way of Bridge	"	one strake to each way
" in 'tween Decks, Size and Spacing.....	500 x 310 x 10	500 spaced	Thickness of Plating abreast Deck openings in way of Wells	10 1/2 m	18 m
" " " " " " " " " " " "	500 x 310 x 12 1/2	13 frame	Thickness of Plating abreast Deck openings in way of Bridge	"	"
" in Holds " " " " " " " " " " " "	500 x 310 x 18 1/2	spaces apart	Thickness of Plating within line of openings	9 m	"
" " " " " " " " " " " "	and as approved	& as approved	If Sheathed, material and thickness	none	"
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	250 x 90 x 11	two frame	Stringer Plate, breadth and thickness	1310 x 8 1/2 m	in way of deep tanks 10 1/2 m
Plating, thickness of	8 m	spaces apart	If Plated, state thickness	7 1/2 m	"
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck, Shelter Deck			Stringer Plate, breadth and thickness	"	"
Stringer Plate, breadth and thickness in Wells	1760 x 22 1/2 m	"	If Plated, state thickness	"	"
" " " " " " " " " " " "	"	"	Poop Deck.		
" Angle in Wells	160 x 160 x 19	150 x 150 x 20	Stringer Plate, breadth and thickness	1000 x 9 1/2 m	"
Thickness of Plating abreast Deck openings in way of Wells	17 1/2 m	"	Plating, Sheathing, material and thickness	6 1/2 m wood deck 63 m teak	"
Thickness of Plating abreast Deck openings in way of Bridge	17 1/2 m	"	Bridge Deck.		
Thickness of Plating within line of openings	12 m	"	Stringer Plate, breadth and thickness	"	"
If Sheathed, material and thickness	none	"	Plating, Sheathing, material and thickness	"	"
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	1300 x 11 1/2 m	"	Stringer Plate, breadth and thickness	1090 x 9 1/2 m	in way of windlass 13 m
			Plating, Sheathing, material and thickness	9 m	"

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? ordinary No.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.
FLAT PLATE KEEL	1280	26	22	21		double	25 92	all	ELECTRICALLY WELDED
" DBLG. (if any)	"	"	"	"		"	"	"	"
BOTTOM PLATING, No. of Strakes	2430	10	2 1/2-20	14	FROM 1/2 L. FORM to Collision bulkhead	double	22 83	THREE	all ENDS
BILGE PLATING, No. of Strakes	2105	10	14	14 1/2	17 1/2 to STERN FRAME	double	22 83	FOUR	22 80 Lapped
SIDE PLATING, No. of Strakes	2445	17 1/2	13	14	Counter plating 13 m doubling plates in way of anchor cable 13 m	double	22 83	THREE	22 77 Lapped
SHELTER DECK, Sheer-strake in Wells	1665	22	13	14		double	25 92	FIVE	25 113 Lapped
UPPER DECK, Sheer-strake in Bridge	"	"	"	"		"	"	"	"
STRAKE BELOW Sheer-strake in Wells	2445	17 1/2	13	14		double	22 83	THREE	22 77 Lapped
STRAKE BELOW Sheer-strake in Bridge	"	"	"	"		"	"	"	"
POOP SIDE PLATING	2450	"	"	10 1/2		single	22 80	TWO	19 66 Lapped
BRIDGE SIDE PLATING	1015	"	"	"		"	"	"	"
FORECASTLE SIDE PLATING	1590	"	"	"		single	19 76	TWO	19 66 Lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	6
Extending to Upper Deck (Sec. 3 c)	1 to Maindeck, 1 second deck
" Deck next below	1 to Shelterdeck (Collision bulkhead)
As per Rule	8

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	at shelterdeck	Plat plate keel		
STEM	rolled	540 x 2 1/2		
STERN FRAME	Propeller Spectacle frame	cast steel as per approved plan	Ruhr Stahl A.G. Stahlsaal	
	Rudder	60	Krieger Dusseldorf	
Speed of Vessel	44 1/2	17 1/2 knots		
RUDDER-Type		Dark's patent		
" A x D		2300		
" Diam. of head	forged	380 m	Werkspoor N.V. Amsterdam	
" Mainpiece at top pintle	cast	2 arms	Bochumer Verein A.G.	
" " heel	steel	one at top one at bottom		
" how constructed	partly riveted & E.W.			
" double or single plate coupling, vertical or horizontal	double plated 13 m			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
		M/M	M/M	M/M	M/M
MIDSHIP BULKHEAD, Upper tween decks (Shelterdeck)	7 1/2	5165 x 75 x 11	650		
" " Second	7 1/2	5165 x 75 x 11	493		
" " Third	10 1/2	250 x 90 x 14	650		
" " Holds	8 1/2	280 x 90 x 13	493		
COLLISION (in Hold)	13 1/2-10	200 x 75 x 9 1/2			
AFTER PEAK	8 1/2	180 x 75 x 8 1/2	533	Stringers 1600 m	
	12-15	250 x 90 x 11	654	tunneldeck 3420 m	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Dortmunder-Hoerder-Stubben verein, Societe Anonyme d'Angleur-Hare Lage, Societe Anonyme De La Fabrique De Fer de Charleroi, Societe Anonyme d'Angleur-Arhus, Aug. Thyssen-Stubbe A.G.
	Has the Steel been tested as required by the Rules? Yes

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EQUIPMENT No 4871.6										LETTER P +		ANCHORS.			
Number of Certificate.	Anchor.	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.			
3585	1st Bower ...	84	3	6	Stockless			62	5	0	0	90-0-0	Gusson - Klein	Otto Gusson	Radeburg - Buckau
3586	2nd „ ...	84	3	6	“	“		62	5	0	0		“	2 Co Radeburg	Shethin 24-41 N. Stoltz
3587	3rd „ ...	80	0	5	“	“		62	16	0	0		“	“	“
	Collective weight.	263	2	14								254-2-0			
3588	Stream	24	1	4	6	1	23	26	13	0	14	26-2-0	“	“	“

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. Cir.	Tons.	Length. Cir.				
4708	300 2 5/8	169 5/16	236	1074-0-13	1040			300 2 5/8	stud	Kon. Ned.	Rotterdam	steel wire	130 5 1/2	84.4	130 5 1/2				
									Link	Großmiedry	17-7-41	HAWSERS & WARPS	2x100 2 3/4	15.2	100 2 3/4				
										Leiden	A. v. Hasselt		2 x 100 2 3/4	15.2	100 2 3/4				
Iron Stream Chain or Steel Wire	120 5		70.9					120 5	steel wire										

Steering Gear, Type (Power or hand) *Electric patent. direct acting* Alternative Means of Steering *hand steering gear*

Steering Chains (Size and Test) *no chains* Windlass *Electric patent.* Boats *four life boats*

Ceiling in Holds, thickness and material *63 mm pine* Cargo Battens, thickness, material and spacing *150x50 mm pine, spaced 230 mm*

Cargo Hatchways. (Upper Deck) *five hatchways on Shelterdeck* Thickness of Hatches *63 mm pine*

Size of Hatchways No. 1 (Fwd.) *5700* No. 2 *6500* No. 3 *6500* No. 4 *6500* No. 5 *6500* No. 6 *6500*

Number of Shifting Beams and/or Fore and Afters *N°1 hatchway 6 shifting beams, N°2-3-4-5 hatchway 7 shifting beams*

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

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel *Motorship.*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *yes in deep tanks* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

Oil is carried in double bottom tanks, fore peak tank and deep tanks, flash point above 150°F and a notation was desired by the former owners for carrying oil fuel in deep tank and fore peak tank and fore and aft center and side tunnel tanks and vegetable oil in forward tween deck deep tanks

Section 20 of the Rules has not yet been complied with. ?

The workmanship has been 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 agreement with the instructions, contained in the Secretary and Rotterdam letters respecting this case, and are detailed on the attached form, and in general conformity with the Society's Rules.

Fore and after peak tank, deep tanks, oil fuel bunkers, tanks at side and at centre of tunnels, settling tanks, double bottom tanks have been tested as required by the Rules and found sound and tight. Weather decks, W.T. bulkheads, tunnel deck & W.T. doors have been tested by hose and found tight. Treeboard marking verified found correct and cut in the vessel's side.

The amount of Entry Fee £ *120.-* Fees applied for, *24-3-1942*

Special Survey Fee £ *4680.-* Received by me, *7-4-1942*

Travelling Expenses, if any £ *75.-*

I am of opinion the Vessel should be Classed

For the information of the Committee

State whether the Vessel has been built under Special Survey *yes* Signature *H. G. Jonker*

Certificate to be sent to Date of issue *FRI. 28 DEC 1945* Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned *Sunk. No Action*

(not to be entered in Reg. Bk)

Lloyd's Register Foundation

W305-0005 (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.)

I may add that the German Authorities have seized this vessel and no further particulars could be obtained.

Scantlings and arrangements verified with approved plans.
Please see Memo of 21.12.45 in this case.

Y. 29/12/45

PARTICULARS OF ELECTRIC WELDING (if employed)

The electrodes used in the construction are: Resistens of N.V. Willem Smit & Co.
Transformatoren fabriek and Kjellberg Electroden G.m.b.H.

The Rules for the application of Electric Arc welding have been complied with.
Butts of hull plates & btwn. pte. 20, 7. 1/2" to 1 1/2" margin pte., Butts of A. L. tank top pte.,

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Tweendeck bulkhead in fore body omitted.

Butts of bottom plating for 12 L. Butts of deck plating & double bottom tank top plating elect. welded
Carrying vegetable oil in tweendeck deep tanks. Oil fuel in Forepeak tank, Deep tank & Side tunnel tanks
Flash point above 150° F. When Section 20 of the Rules have been complied with

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

1st Bower Weight: 56-1-6 Cwt., N. Stolk. Cert: 2644 Stettin 5-12-40
2nd " Weight: 56-0-12 Cwt., N. Stolk. Cert: 2648 Stettin 5-12-40
3rd " Weight: 55-0-25 Cwt., N. Stolk. Cert: 2649 Stettin 5-12-40

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32,1 ft., R.Q.D. v ft., Bridge v ft., Forecastle 40, - ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No.

Signal Letters

Extreme Breadth over Belting
(Circ. 1611)

Over-all Length 522,64'
(Circ. 1703)

No. and Material of Decks Three steel decks. (Except in No 4 hold where two steel decks)

Parts of Bottom of Vessel coated with cement or approved composition Cement in afterpeak and tanks used for freshwater.
remainder tanks used for oil fuel.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	24, -	163
Double bottom, under Engines and Boilers,			After peak tank,	20, -	138
Double bottom, if under Engines only,	49, -	343, -	Deep tank, aft, (tunnel tanks at side & at centre)	81, 7/8	848
Double bottom, if under Boilers only,			Deep tank, forward,	30, -	954
Double bottom, forward,	228,84	494, -	Other tanks, if fitted, in tweendeck forward (No 88-92)	10,9	196
Total length (if continuous) and Capacity	277,84	1140, -	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 218

Date 14-9-39

Dates of Surveys
held while building

16-20-28/12-1939. 2-8-10-12-18-23-30/1, 2-7-22/2, 12-16-22-28/3, 9-12-16-20-24-27/4, 1-6-10-15-20
20-31/5, 3-6-12-14-18-21-28/6, 3-5-8-12-16-24-29/7, 5-8-12-19-22-26-30/8, 2-4-10-16-20-24-30/9, 2-8-14
18-22-30/10, 4-8-12-15-20-29/11, 2-6-12-17-23-30/12, 1940, 2-8-16-22/1, 5-13-19/2, 5-11-20-26/3, 4-8-20/4, 6-14-26/5
9-20-27/6, 4-10-28/7, 11/8, 5-10-19-24/9, 8-17-27/10, 5-8-17-27/11, 5-17-24-31/12, 1941
1/12, 6-13-25/2, 6-18-30/3, 6/4, 7-18-29/5, 1-12-26/6, 18/7, 18-1942 Total No. of Visits 130