

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 5th of December 1930 Port of Rotterdam

No. 19937

Survey held at Rotterdam Date First Survey 23rd of October 1929 Last Survey 29th of November 1930

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) steel single screw motorvessel "MOORDRECHT" Machinery fitted aft

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) Full scantling

State Type of Erections. Poop. Forecastle.

TONNAGE under Tonnage Deck 6710.23

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage 7492.97

Register Tonnage 4397.58

REGISTERED DIMENSIONS. FEET.

Length 440.38

Breadth 58.7

Depth 35.0

CLASS 100 A 1

State if with freeboard as condition of Class

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 438.0

Breadth (greatest moulded) B 58.5

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.92

1st Longitudinal Number (L x D) = 15295

2nd Number L x (B + D) = 40918

Framing Depth "d," at middle of length. See Sec. 3 (1d) 12.54

Proportions—Depth to Length—Uppermost continuous deck to top of keel Do. Long Bridge to top of keel

Draught Moulded 15.9

Built at Rotterdam

Launched 17-9-1930 Yard No. 171

Builders Rotterdamsche Droogdok Maats.

Owners Stoomvaart Maats. "De Maas"

Managers Ph. van Ommen's Scheeps. Bedrijf (Where necessary to be entered in Reg. Book.)

Residence Rotterdam

Port of Registry Rotterdam

If surveyed while building, afloat, or in dry dock

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	27 3/4		Bracket Floors, Frame		
" " from 3/4 length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
IDE FRAMING. For longitudinal framing at bottom and at deck see separate slip			Centre Girder, depth and thickness amidships	50	57
Frame Amidships, Angle, E or C	10 3 1/2 .44		" " top Angles	double 3 1/2 3 1/2 .54	
" " Extends up to	upper deck		" " bottom Angles	double 5 5 .60	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	three 75	.42
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		.54
Depth of Framing Girder	all bulb angle framing		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 1/2 6 1/2 .50	
Frames in Uppermost Continuous Deck, Angle, E or C	9 3 1/2 .44		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" " Second Continuous Deck, Angle, E or C	9 3 1/2 .44		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem		
Framing in Peaks, Angle or C	9 3 1/2 .48		Tank Side Brackets, height above base line at toe of Frame and thickness	36	.44
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 4 7/8		INNER BOTTOM PLATING.		
State if Frame Joggled	not joggled (see other)		Breadth and thickness of Middle Line Strake	see plan	.52
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	Panking stringers with beams at alternate frames in peak and webframes		Thickness of remainder in Holds	as per plan	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double riveted frames and side keelsons all as per plan		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?	see approved plan of motorspace	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	37 x .40		Uppermost Continuous Deck, forward amidships in Wells, Angle, E or C	9 3 1/2 .46	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or C	8 1/2 3 .46	
Middle Line Keelson, on Floors, Angles, in Cargo tanks	3 1/2 3 1/2 .44		" " Spacing	27 2 24	
" " Through Plate or Intercoastal Plate			Upper Second Deck, amidships, Angle, E or C	8 3 .38	
" " Foundation Plate on Floors	12 x .60		" " Spacing	27 2 24	
" " Flat Plate Keel Angles	4 4 .50		Third Deck, amidships, Angle, E or C		
Side Keelsons, No. each side	one forward as per plan		" " Spacing		
" " thickness of Intercoastal Plate	.44		Fourth Deck, amidships, Angle, E or C		
" " Angles	6 6 .52		" " Spacing		
DOUBLE BOTTOM in Motorspace			Poop Deck, Angle, E or C	8 3 .38	
Solid Floors, thickness and spacing	.46-.42 27 1/2		" " Spacing	27 2 24	
" " Are Frame and Reversed Frame joggled?	frames not joggled. rev. frames joggled.		Bridge Deck, Angle, E or C		
Bracket Floors, breadth and thickness at middle line			" " Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or C	9 3 1/2 .44	
			" " Spacing	24 2 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>one</i>		Stringer Plate, breadth and thickness in way of Bridge		
<i>in fore-castle</i>			Thickness of Plating abreast Deck openings in way of Wells		
<i>in two Decks, Size and Spacing.....</i>	<i>2 7/8 x 48</i>		Thickness of Plating abreast Deck openings in way of Bridge		
" " " " " "			Thickness of Plating within line of openings.....		
" in Holds <i>Cargo tanks</i>	<i>I 200 x 200 x 10/16</i>		If Sheathed, material and thickness		
<i>one pillar in each centre tank.</i>					
Side Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>11 3 1/2 .48</i>	<i>BA</i>	Stringer Plate, breadth and thickness.....		
<i>2 horizontal girders as per plan.</i>	<i>spaced 27 3/4</i>		If Plated, state thickness.....		
Plating, thickness of	<i>.42</i>				
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>76 1/2 x .64</i>		If Plated, state thickness		
<i>pump room.</i>	<i>.84</i>				
" " " " in way of Bridge			Poop Deck.		
Angle in Wells	<i>6 6 .64</i>		Stringer Plate, breadth and thickness	<i>67 x .36</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>.64</i>		Plating, Sheathing, material and thickness ...	<i>.34</i>	
Thickness of Plating abreast Deck openings in way of Bridge			Bridge Deck.		
Thickness of Plating within line of openings.....	<i>.53</i>		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness			Plating, Sheathing, material and thickness ...		
Second Deck.			Fore-castle Deck.		
Stringer Plate, breadth and thickness in Wells.....			Stringer Plate, breadth and thickness.....	<i>54 x .36</i>	
			Plating, Sheathing, material and thickness ...	<i>.36</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	<i>53</i>	<i>.98</i>	<i>.78</i>	<i>.78</i>		<i>Double</i>	<i>1 4</i>	<i>5 to 4</i>	<i>1 1/8</i>	<i>5 1/8</i>	<i>Lapped</i>
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes	<i>A - 80</i>	<i>.64</i>	<i>A - .50</i>	<i>A - .54</i>		<i>Double</i>	<i>7/8 3 1/2</i>	<i>4 to 3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
<i>B - 81</i>			<i>B - .50</i>	<i>B - .52</i>							
<i>C - 80</i>			<i>C - .56</i>	<i>C - .52</i>							
<i>D - 72</i>			<i>D - .54</i>	<i>D - .56</i>							
BILGE PLATING, No. of Strakes	<i>80</i>	<i>.60</i>	<i>.56</i>	<i>.60</i>			<i>7/8 3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
SIDE PLATING, No. of Strakes	<i>F - 71</i>	<i>.60</i>	<i>.48</i>	<i>.48</i>			<i>7/8 3 1/2</i>	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
<i>G - 83</i>											
<i>H - 83</i>											
UPPER DECK, Sheer-strake in Wells.....	<i>71</i>	<i>.90</i>	<i>.48</i>	<i>.48</i>				<i>5 to 3</i>	<i>1</i>	<i>4 1/2</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...											
STRAKE BELOW Sheer-strake in Wells.....	<i>83</i>	<i>.60</i>	<i>.48</i>	<i>.48</i>		<i>Double</i>	<i>1 4</i>	<i>4 to 3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING			<i>.40</i>			<i>Single</i>	<i>3/4 3</i>	<i>1</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING			<i>.42</i>			<i>Single</i>	<i>3/4 3</i>	<i>1</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>12 in all as per plan.</i>
Extending to Upper Deck (Sec. 3 c)	<i>eleven.</i>
" Deck next below	<i>afterpeak bulkhead.</i>
As per Rule	

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.		Spacing.	
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
MIDSHIP BULKHEAD, <i>In Cargo tanks</i>	<i>.43</i>	<i>11 x 3 1/2 x</i>	<i>.48 BA</i>	<i>30</i>	<i>2 horizontal</i>	<i>1 vertical web</i>	<i>at centre</i>	<i>45 x .44 with</i>	<i>double face</i>
" Second		<i>bars 6 x 4 x .58</i>							
" Third									
" Holds									
COLLISION (in Hold)	<i>.46 .40 .36</i>	<i>11 x 3 1/2 x</i>	<i>.48 BA</i>	<i>24</i>	<i>semi box beam</i>	<i>flat deep tank</i>	<i>semi box beam</i>	<i>flat forepeak tank</i>	<i>skipped 3 framespaces.</i>
AFTER PEAK	<i>.32 .30 .26</i>	<i>1.00 .32 .200 x 90</i>	<i>.48 BA</i>	<i>24</i>					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>Flat keel plate.</i>		
STEM	<i>forging</i>	<i>160 x 70</i>	<i>Builders.</i>	
STERN FRAME { Propeller Post	<i>forging</i>	<i>13 1/2 x 8 1/8</i>	<i>Oberbiller Stahlwerk.</i>	
Rudder "		<i>built up as per appn. plan.</i>		
RUDDER—A x D				
Speed of Vessel		<i>12 knots</i>		
RUDDER mainpiece at head		<i>23 1/8 inside draft</i>	<i>(rudderhead 11" draft)</i>	
" heel		<i>3/4 thick</i>	<i>(Gutehoffnungshütte)</i>	
how constructed		<i>built up rudder sheathed with wood all as per appn. plan.</i>		
double or single plate		<i>5/8"</i>		
coupling, vertical or horizontal		<i>horizontal coupling.</i>		

STEEL.

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

Appleby Iron Company; Vereinigte Stahlwerke August Thyssen Hütte; Dillinger Hüttenwerke; Gutehoffnungshütte; Mannesmannröhren Werke; Vereinigte Stahlwerke Hoerder Verein.

Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel works.*

PARTICULARS OF LONGITUDINAL FRAMING.

15 DEC 1930

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.		Rivets in Brackets to Bulkheads. Number. Diameter. Inches.	
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	
Framing of L, L or C					Steel			Single			Screw								
Frames in Bridge 'tween Decks...								Motorvessel											
Frames from Uppermost Continuous Deck No. 1								"MOORDRECHT"											
" 2																			
" 3																			
" 4																			
" 5																			
" 6								Bottom and Deck			Longitudinals								
" 7																			
" 8																			
" 9																			
" 10																			
" 11																			
" 12																			
" 13																			
" 14																			
" 15																			
" 16																			
Spacing of Longitudinal Frames		Amidships			At Ends														
Double Bottoms		Tank Top Longitudinals			✓														
L or C		Bottom			15 x 4 x 4 x .54			15 x 4 x 4 x .62						7/8 5/4		3/8		18 - 7/8	
Spacing of Longitudinals		Amidships			30			30											
		At Ends...			30			30											
Transverses.																			
In Bridge		Depth and Thickness																	
'tween Decks		Face Angles																	
		Lugs to Shell*																	
In		Depth and Thickness																	
Upper 'tween Decks.		Face Angles																	
		Lugs to Shell*																	
In Hold.		Depth and Thickness			30 x .44			30 x .44											
		Face Angles			6 3 1/2 .50			6 3 1/2 .50											
		Lugs to Shell*			6 6 .52			6 6 .44						7/8 3 15/16					
		Brackets																	
Spacing of Transverse Frames		18'6"						18'6"											
* State if joggled or liners.																			
Longitudinal Beams of		Bridge Deck ...																	
L or C		Upper			9 3 1/2 .46			9 3 1/2 .46						30		Transverse at mid length of lanks Beams, at quarter length of lanks		48 x .46 6 x 3 1/2 x .54 same	
		Second																	
		Third																	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

W347-0122(313)

the Plans should be embodied.)
The following plans have been approved for this vessel, copies of which are being retained in the London Office for record:

Midship Section	approved 24-9-29.
Midship Bulkhead.	" 24-9-29.
Profile and Deck.	" 24-9-29.
Riveting details.	" 4-10-29
Modification transverse beam etc.	" 7-10-29
Modification form main floors etc.	" 17-10-29
Deckplating in way hatches.	" 23-10-29
Oil fuel bunkers and Machinery space	" 28-10-29
Amended Arrangement Mark, space	" 31-10-29
Double bottom and engine seating	" 1-11-29
Structural arrangements at forward end.	" 29-11-29
Structural arrangements afterpeak & counter.	" 5-12-29
Bulkhead No. 180.	" 11-12-29
Bulkhead No. 167.	" 13-12-29
Sternplate.	" 28-1-30
Midship Deckhouse	" 17-2-30
Port Rudder.	" 22-2-30

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

1st Bower	46-1-17; KH 7693. Dusseldorf 31-3-30.
2nd "	46-1-2; KH 7694. Dusseldorf 31-3-30.
3rd "	45-2-24; KH 7692. Dusseldorf 31-3-30. 110 lbs net weight

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 58.2 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 43.6 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) One steel Deck.

Official No. _____; Signal Letters _____ Is bottom of Vessel coated with cement no only if not give in particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>in way motorspace</i>	32.	59.	Fore peak tank,	16.	220.
Double bottom, under Engines and Boilers,			After peak tank,	20.5	136.
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24.7	243.
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom 59.	(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. 783

Date 3-9-29

Dates of Surveys held while building
23/10; 10-11-16/12-1929
2-14-21-27-31/1; 7-8-13-17-20-25-26/2; 6-10-11-17-20-24-25-28-31/3; 3-4-9-11-16-17-23-28/4;
1-6-8-10-13-15-17-19-26-27/5; 6-16-20-21-23-24-26/6; 1-4-5-7-14-15-18-21-22-24-25-26-29/7;
4-6-7-12-14-15-18-19-21-23-27-28/8; 1-3-4-5-6-9-10-11-12-13-15-17-18-26-27-29/9; 1-3-4-7-8-9/10;
10-14-20-21-22-23-27-28-31/10; 4-5-12-14-17-19-20-21-22-24-25-26-27-29/11

Total No. of Visits 120