

*State if Report is sent on the Machinery of the Vessel*

Survey held at Kotvidam Date First Survey 26<sup>th</sup> March 1926 Last Survey 17<sup>th</sup> December 1926

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling vessel* State Type of Erections *Bridge and*

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 375.0	Builders <i>Machinofabriek en</i>
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<b>Total</b>	<b>Depth, at middle of length from top of keel to top</b>	25	Schorswerf van J. Smits jr. Dunsmore N.Y. Schorswerf
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Gross Tonnage 5435, 52

Register Tonnage 3155.65 1st Longitudinal Number (L x D)..... = 12375 Managers.....  
(Where necessary to be entered in Reg. Book.)

**REGISTERED DIMENSIONS.**  
FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) ..... 20.31

Residence ..... *Marblehead*

*1911*

Length 375.50 Proportions—Depth to Length—Uppermost continuous deck to top of keel ..... } 11.303 10th of Registry

Breadth	52.33	Do.	Long Bridge to top of keel	9.26	If surveyed while building, ahead, or in dry dock
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Depth 30.45 Draught Moulded (26-38) 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.
<b>FRAMES, Spacing amidships</b> .....	29 1/2		<b>Bracket Floors, Frame</b> .....	10 3 1/2 47	
" " from 1/2 length to Collision bulkhead.....)	27		" " Reversed Frame .....	9 1/2 3 1/2 47	
" " in peaks.....	24		" " Vertical Struts .....	9 1/2 3 1/2 47	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	43	54
<b>Frame Amidships, Angle, E or F</b> .....	11 1/2 (any letter) 3 1/2 58		" " top Angles .....	3 1/2 3 1/2 50	
" " Extends up to .....	Twelve inches		" " bottom Angles .....	4 4 56	
<b>Reversed Frame Amidships, Angle</b> .....	Bulkhead frames		<b>Side Girders, No. each side and thickness</b> .....	mc 40	
" " Extends up to...			<b>Margin Plate</b> depth (excl. of flange) and thickness .....	41	50
<b>Depth of Framing Girder</b> .....			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem .....	6 6 50	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or F</b> .....	4 1/2 3 1/2 43		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem .....	6 6 50	
" " <b>Second 'tween Decks, Angle, E or F</b> .....	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	6 3 50	
" " <b>Third</b> " " " " " " .....	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem.....	43" x 42 continuous plates 83	
<b>Framing in Peaks, Angle or F</b> .....	8 3 1/2 43		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	9 5" 47	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> .....	7/8 6 1/2 + 4 3/4		<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b> .....	no		<b>Breadth and thickness of Middle Line Strake</b> ...	51 47 57	
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars .....	Web frame arrangement with stiffening as per approved plan		<b>Thickness of remainder in Holds</b> .....	42 38	replan
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars .....	Double bottom frames and additional intercostal girders fitted and half the depth of the floor.		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? .....	50 56	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
<b>Floors, Depth and thickness at mid-line in Holds</b> .....			<b>Uppermost Continuous Deck, amidships in Wells, Angle, E or F</b> .....	9 3 1/2 46	further as per plan
Height of Brackets at side above base line at toe of frame .....			" " in way of Bridge, Angle, E or F .....	9 3 1/2 46	(explan)
<b>Middle Line Keelson, on Floors, Angles, E or F</b> .....	✓		Spacing .....	29 1/2 + 27	
" " " Through Plate or Intercostal Plate...	✓		<b>Second Deck, amidships, Angle, E or F</b> .....	4 1/2 3 40	
" " " Foundation Plate on Floors .....	✓		Spacing.....	29 1/2 + 27	
" " " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, E or F</b> .....	✓	
<b>Side Keelsons, No. each side</b> .....	✓		Spacing.....		
" " thickness of Intercostal Plate...			<b>Fourth Deck, amidships, Angle, E or F</b> .....	✓	
" " Angles .....			Spacing.....		
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, E or F</b> .....	✓	
<b>Solid Floors, thickness and spacing</b> .....	40 4 1/2 42	as per plan	Spacing.....		
" " Are Frame and Reversed Frame joggled? .....	3 1/2 3 1/2 42		<b>Bridge Deck, Angle, E or F</b> .....	7 3 44	
<b>Bracket Floors, breadth and thickness at middle line</b> .....	36 40		Spacing.....	29 1/2	
" " breadth and thickness at margin plate.....	36 40		<b>Forecastle Deck, Angle, E or F</b> .....	7 3 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.
<b>PILLARS, No. of Rows.</b> <i>Two continuous + 2 rows</i>	<i>2 1/2 + 3</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>56 56</i>	
" in 'tween Decks, Size and Spacing	<i>11 x .50 and as per approved plan</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>56 48</i>	
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge	<i>56 52</i>	
" in Holds <i>one row</i>	<i>19 x .66 and deep web frames as per plan</i>		Thickness of Plating within line of openings	<i>32</i>	
" " " " "			If Sheathed, material and thickness	<i>✓</i>	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing	<i>✓</i>		Stringer Plate, breadth and thickness	<i>✓</i>	
Plating, thickness of	<i>✓</i>		If Plated, state thickness		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>76 80</i>		If Plated, state thickness		
" " " " in way of Bridge	<i>52</i>		<b>Poop Deck.</b>		
" Angle in Wells	<i>6 6 70</i>		Stringer Plate, breadth and thickness	<i>✓</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>80 60</i>		Plating, Sheathing, material and thickness		
Thickness of Plating abreast Deck openings in way of Bridge	<i>52</i>		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings	<i>38</i>		Stringer Plate, breadth and thickness	<i>50 44</i>	
If Sheathed, material and thickness	<i>✓</i>		Plating, Sheathing, material and thickness	<i>steel 36</i>	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells	<i>72 56</i>		Stringer Plate, breadth and thickness	<i>34</i>	
			Plating, Sheathing, material and thickness	<i>steel 34</i>	

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>	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.	
FLAT PLATE KEEL .....	<i>50</i>	<i>.79</i>	<i>.69</i>	<i>.69</i>		<i>Double</i>	<i>1</i>	<i>3 3/4</i>	<i>III / III</i>	<i>1</i>	<i>3 1/2</i>	<i>Lapped</i>	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes .... <i>3</i> .....	<i>82</i>	<i>.61</i>	<i>.47</i>	<i>.47</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/4</i>	<i>III</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
BILGE PLATING, No. of Strakes ..... <i>2</i> .....	<i>60</i>	<i>.61</i>	<i>.47</i>	<i>.47</i>		<i>„</i>	<i>7/8</i>	<i>3 1/4</i>	<i>III</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
SIDE PLATING, No. of Strakes ..... <i>3</i> .....	<i>81</i>	<i>.61</i>	<i>.45</i>	<i>.45</i>		<i>„</i>	<i>7/8</i>	<i>3 1/4</i>	<i>III</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>50</i>	<i>.73</i>	<i>.45</i>	<i>.45</i>		<i>„</i>	<i>7/8</i>	<i>3 1/4</i>	<i>III / III</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>50</i>	<i>.61</i>				<i>„</i>	<i>7/8</i>	<i>3 1/4</i>	<i>III</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>50</i>	<i>.66</i>	<i>.45</i>	<i>.45</i>		<i>„</i>	<i>7/8</i>	<i>3 1/4</i>	<i>III / III</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
STRAKE BELOW Sheer-strake in Bridge ...	<i>50</i>	<i>.61</i>				<i>„</i>	<i>7/8</i>	<i>3 1/4</i>	<i>III</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
POOP SIDE PLATING .....													
BRIDGE SIDE PLATING ...	<i>50</i>	<i>.56</i>				<i>Double</i>	<i>7/8</i>	<i>3 1/4</i>	<i>III</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
FORECASTLE SIDE PLATING	<i>54</i>		<i>.40</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>II</i>	<i>3/4</i>	<i>2 5/8</i>		

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *6*

" Deck next below *✓*

As per Rule *6*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	<i>30</i>	<i>26</i>	<i>15 x 8</i>	<i>30</i>	
" " Second	<i>40</i>	<i>30</i>			
" " Third	<i>50</i>	<i>42</i>	<i>12 x 3 1/2</i>	<i>50</i>	
" " Holds	<i>52</i>	<i>40</i>	<i>10 1/2 x 3 1/2</i>	<i>50</i>	
COLLISION " (in Hold)	<i>50</i>	<i>36</i>	<i>18 x 3</i>	<i>40</i>	<i>Semi for beam</i>
AFTER PEAK	<i>32</i>	<i>30</i>	<i>26</i>	<i>15 x 3</i>	<i>32 24 Sheer</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 7 3/4 x 2 1/2</i>
STERN FRAME { Propeller Post				<i>Forging 26 7/8 x 19 7/8</i>
{ Rudder				<i>230 x 19 7/8</i>
RUDDER—A x D				<i>704.1</i>
Speed of Vessel				<i>10 1/2</i>
RUDDER mainpiece at head				<i>Forging 321</i>
" " heel				<i>237</i>
" how constructed				<i>As per plan</i>
" double or single plate coupling, vertical or horizontal				<i>Single plate</i>

STEEL.

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

*Shimizu iron works, Carlin Iron works, The steel company of Scotland, Limited, Rheinische Stahlwerke, Phoenix-Dusseldorf, Badener Eisen- und Stahlwerke.*

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

Register Foundation



EQUIPMENT No. 33000										LETTER <i>Y</i>	ANCHORS.
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
<i>465</i>	1st Bower	<i>61</i>	<i>2</i>	<i>3</i>	<i>49</i>	<i>6</i>	<i>3</i>	<i>14</i>	<i>60-0-0</i>	<i>Union Hook</i>	<i>Dalmun</i>
<i>466</i>	2nd "	<i>61</i>	<i>0</i>	<i>17</i>	<i>49</i>	<i>0</i>	<i>2</i>	<i>14</i>		<i>"</i>	<i>"</i>
<i>467</i>	3rd "	<i>51</i>	<i>3</i>	<i>10</i>	<i>43</i>	<i>10</i>	<i>3</i>	<i>21</i>		<i>"</i>	<i>"</i>
	Collective weight.	<i>174</i>	<i>2</i>	<i>2</i>					<i>170-2-0</i>		
<i>1073</i>	Stream	<i>17</i>	<i>2</i>	<i>0</i>	<i>4</i>	<i>3</i>	<i>16</i>		<i>16-1-0</i>	<i>Ordinary</i>	<i>N.V.N.K. &amp; R.F.</i>

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.	Statu- tory.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.					
<i>1341</i>	<i>135</i>	<i>2 3/16</i>	<i>86 1/2</i>	<i>120 1/2</i>	<i>326-1-14</i>	<i>645-3-0</i>	<i>270</i>	<i>2 3/16</i>	<i>Steel</i>	<i>N.V.N.K. &amp; R.F.</i>	<i>Rotterdam</i>	<i>24/11-26</i>	<i>4 1/2</i>	<i>4 1/2</i>					
<i>1340</i>	<i>135</i>	<i>2 3/16</i>	<i>86 1/2</i>	<i>120 1/2</i>	<i>338-2-10</i>				<i>"</i>	<i>"</i>	<i>"</i>	<i>24/11-26</i>	<i>4 1/2</i>	<i>4 1/2</i>					
Iron Stream Chain or Steel Wire	<i>120</i>	<i>4 3/4</i>	<i>47</i>				<i>120</i>	<i>4 3/4</i>	<i>Steel</i>	<i>"</i>	<i>"</i>	<i>24/11-26</i>	<i>4 1/2</i>	<i>4 1/2</i>					

Steering Gear, Steam *Direct acting* Steering Gear, Hand *Yes*

Boats *2 lifeboats* Steering Chains, Size and Test *✓* Windlass *Iron steam powered*

Ceiling in Holds, thickness and material *only in bilges* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *Steel and angle bars* Thickness of Hatches *2 1/2* pitch pine

Size of No. 1 Hatchway (Forward) *41'0 1/2" x 27'0"* No. 2 *41'0 1/2" x 27'0"* No. 3 *14'9" x 30'0"* No. 4 *34'6" x 27'0"* No. 5 *31'11 1/2" x 27'0"* No. 6 *✓*

Number of Shifting Beams and for Fore and Afters *N°1-2-4 and 5 hatchways 7; N°3 hatchway 3*

MACHINEFABRIEK & SCHEEPSWERF  
van R. SMIT Jr., ROTTERDAM.

Builder's Signature *J. H. van Buren*

GENERAL DECLARATION *The workmanship was found good and the vessel has been built to the approved plans, copies of which are being retained in the London office for record in agreement with the instructions contained in Secretary's letter M 10/3-1925 and 23/12-1926; and Rotterdam letters 12/2; 7/3; 6/4; 1925 and 19/3; 10/4; 1926; respecting this case and in general conformity with the Society's Rules. All bottom tanks, fore- and afterpeak tanks, and tank aft and weak tanks between hatchways, tested under pressure with a head of water as required by the Rules and found sound and tight. All bulkheads and weather decks have been tested and found tight. Trueboard marking verified and out in the vessel's side.*

Freeboard fee *132*  
The amount of Entry Fee *108, 00*  
Special Survey Fee *4:031.00*  
Travelling Expenses, if any *68.00*

Fees applied for, *30/12 1926*  
Received by me, *5. 1. 37*

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

State whether the Vessel has been built under Special Survey *Yes*  
Certificate to be sent to *Rotterdam* Date of issue *13/1/27*

Signature *R. C. van Buren*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 7 JAN 1927*  
Character assigned *100 A1*

*Lloyd's A.C.P. + L.M.C 12:26*  
*C.L.*  
*Cargo Battens not fitted*  
*Write*

The Surveyors are requested not to write on or before the Committee's Minute.

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W387-0336(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.)

Centre  
Stiffener  
Plating  
RIDGE  
Upper  
Stringer  
Thickne  
in wa  
Thickne  
in way  
Thicknes  
If Sheath  
Second D  
Stringer P  
STRAKE  
AT PLATE KE  
DBLG.  
TOM PLATIN  
f Strakes  
GE PLATING,  
strakes  
E PLATING, 1  
strakes  
PER DECK, S  
trake in Well  
PER DECK, S  
trake in Bridg  
AKE BELOW SH  
trake in Wells  
AKE BELOW SH  
trake in Bridge  
OP SIDE PLATING  
IDGE SIDE PLATT  
RECTLE SIDE PLA  
tal No. of W.T.  
Extendi  
As per E  
SHIP BULKH  
LLISION  
TER PEAK  
Manufac  
HEEL.  
Has the

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

1st Bower 39 Cwt. - 0 Qr. - 9 Lbs. L.R. No. 134  
2nd " 39 Cwt. - 1 Qr. - 10 Lbs. L.R. No. 135  
3rd " 33 Cwt. - 1 Qr. - 18 Lbs. L.R. No. 136

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 98.33 ft., Forecastle 30 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) *Two steel decks.*

Official No. ; Signal Letters  
Is bottom of Vessel coated with cement *Yes* if not  
particulars of composition *Cement in bottom and coated*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.	Water
	Feet.	Tons.			Feet.	
Double bottom, aft,	108.25	302		Fore peak tank,	25 1/2	
Double bottom, under Engines and Boilers,				After peak tank,	25 1/2	
Double bottom, if under Engines only,	27	196		Deep tank, aft,	44.25	
Double bottom, if under Boilers only, <i>Dry tank</i>	167	720		Deep tank, forward,	2 x 22	2 x
Double bottom, forward,		1210		Other tanks, if fitted, <i>over tanks between</i>		
Total capacity of double bottom				(If necessary, furnish further information by sketch.) <i>See sketch</i>		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. *709*  
Date *1/4-1926*  
Dates of Surveys held while building *26/3; 9/4; 21-22/6; 2-7-8-19/7; 3-9-11-16-20-24-26/8; 13-21-24-29/9; 8-10-22-26-30/10; 3-5-15-16-17-18-25/11; 1-2-4-6-9-13-14-17/12; 1926*

