

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office SAT 22 JUL 1916

Date of completion of report *July 14th 1916* Port of *Rotterdam*
 Survey held at *Dordrecht* Date, First Survey *July 7th 1915* Last Survey *July 7th 1916*
 On the (State if Single, Twin, or Triple Screw) *Twin Screw* *Motors* *"HEBE"* Rig *posts*
 TONNAGE under Tonnage Deck... *499.96* CLASS *160 A 1* FEET.
 Do. between Tonnage Dk. and 3rd and 4th Dk. *499.96*
 Total under Upper Dk. *499.96*
 Do. of Poop *49.77*
 Do. of R.Q.Dk. *21.32*
 Do. of Bridge House *64.12*
 Do. of Forecastle *21.32*
 Do. of Houses on Dk. *64.12*
 Do. of excess of Hatchways
 Do. of Crown of Room...
 Tonnage *635.17*
 Do. Space *50.08*
 Do. Crown of Room...
 Do. Room...
 Do. FOR FEES...
 Engine Room *203.25*
 Stagnation Spaces *15.69*
 Ballast *10.13*
 Tonnage *356.02*
 Do. Beam...
 Breadth (greatest moulded) *30.0*
 Depth, at middle of length from top of keel to top of upper deck, beams at side *13.0*
 Transverse Number *43.0*
 Length on deck from fore part of stem to after part of stern post *180.0*
 Longitudinal Number *7740.6*
 Depth "d," at middle of length (at ord. floor) *11.5*
 (at double bottom) *10.5*
 Proportions—Depth to Length—Upper Deck Beam at side to top of keel *13.84*
 " " Long Bridge Deck Beam at side to top of keel *✓*
 Master *A. van der Wal*
 Year of appointment *(1) As Master in service of owner of present vessel—1916*
 (2) As Master of this vessel *1916*
 Built at *Dordrecht*
 When built *1915-16* Launched *March 20th 1916*
 By whom built *N.V. Scheepswerk "Dordrecht"*
 Owners *Nederl. Indische Tankstoomb. M.t.*
 Managers *✓*
 (Where necessary to be entered in Reg. Book.)
 Residence *✓ Cravenhage*
 Port belonging to *✓ Cravenhage*

TH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
Rule	180	0	Moulded	30	0	Top of Floors to top of Upper Dk. Beams	12	0 1/2	Deck.
						Do. do. do. do. Second Dk. Beams			No. of Tiers of Beams

Moulded depth, ft. *✓* ins. *✓* To Bridge Dk. Round of Upper *4 1/2* ins.
 Moulded depth, ft. *13* ins. *0* To Upper Dk. Dk. Beam, Actual *4 1/2* ins.

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
E. Angles, <i>✓</i> Bars amidships	5	3	.38	5	3	.38	
in peaks	4 1/2	3	.34	4 1/2	3	.34	
in way of Double Bottoms at Solid Floors	3	3	.30	3	3	.30	
" " at intermdt. Bkts.	3 1/2	3	.32	3 1/2	3	.32	
of Frames from centre to centre amidships	22			22			
" " from $\frac{1}{2}$ length to Collision bulkhead	"			"			
" " in peaks	"			"			
USED FRAME, Angles, <i>✓</i> floor only	3	3	.28	3	3	.28	
in way of Double Bottoms at Solid Floors	3	3	.30	3	3	.30	
" " at intermdt. Bkts.	3	2 1/2	.28	3	2 1/2	.28	
ING, depth of girder	✓						
RS, depth and thickness of Floor Plate	19		.32	19		.32	
at mid-line for $\frac{1}{2}$ length amidships							
in way of Engine and Boiler Spaces			.36			.36	
thickness at the ends of vessel			.28			.28	
depth at $\frac{1}{2}$ the half breadth, as per Rule	straight as		per plan				
height extended at the Bilges	✓						
IS in Cell. Double Bottoms	31	✓	.30	31		.30	
state if flanged (top & bottom)	not flanged						
Spacing of Solid floors	22	✓	.44	22	✓	.44	
E GIRDER, in Dbl. bottom, dpth. & thknss.	31	✓	.36	31		.36	
" Angles, Top	3	3	.36	3	3	.36	
" " Bottom	3 1/2	3 1/2	.40	3 1/2	3 1/2	.40	
" " to Floors	3	3	.30	3	3	.30	
Brackets at intermdt. frmg., width & thknss	as per plan		.30	as per plan		.30	
RDERS, number on each side & thickness	one		.28	one		.28	
state if flanged (top and bottom)	not flanged						
" Angles (top and bottom)	3	3	.30	3	3	.30	
" " to Floors	2 1/2	2 1/2	.30	2 1/2	2 1/2	.30	
Y PLATE, depth (exclusive of flange) and thickness	19	✓	.32	19		.32	
" Angle to Outside Plating	3	3	.32	3	3	.32	
" " Floors	3	3	.30	3	3	.30	
Brackets at intermdt. frmg., width & thknss	as per plan		.30	as per plan		.30	
Height of Outside Brackets above at bilge	level with		hank top				
BOTTOM PLATING, breadth and thickness of Middle Line Strake	31		.36	31		.36	
" " in Engine and Boiler space	✓						
" " Remainder in Holds	✓		.30	✓		.30	
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5 1/2	3	.34	5 1/2	3	.34	
In way of Long Bridge							
Spacing	22	✓		22			
Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓						
Spacing							
Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓						
Angles on upper edge							
Spacing							
Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓						
Angles on upper edge							
Spacing							
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓						
Angles on upper edge							
Spacing							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5	3	.34	5	3	.34	
Angles on upper edge							
Spacing	22			22			

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches in Ship.			
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
" " " " brdth. & thickness				STEM, moulding and thickness			
" " " " No. of Side Stringers				STERN-POST for Rudder do. do.			
WEB-FRAMES, In E. & B. Space, No. and spacing				" " " " for Propeller			
" " " " brdth. & thickness				RUDDER-A x D Table 22. Speed			
WEB-FRAMES, In After Body, No. and spacing				" " " " Main-Piece, diameter at head			
" " " " brdth. & thickness				" " " " at heel			
" " " " No. of Side Stringers				RUDDER, how constructed			
Size of Pace Angles to Web-Frames				" Thickness of Plates on Single Plate			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				Can the Rudder be unshipped afloat?			
BULKHEADS.				STIFFENERS.			
Number, Thickness, Vessel, Per Rule, Inches, Horizontal, Vertical, Size, Spacing, Size, Spacing, Inches, Inches, Inches, Inches				Single or Double Frames, Height up, state deck			
W.T. BULKHEADS				W.T. PLATE			
A.P. Bulkhead				A.P.T.			
Hold Bulkhead				S.C.A.			
Fuel bunker Bulkhead				S.C.A.			
" COLLISION "				W.T. PLATE APT.			
PARTITION "				S.C.A.			
LONGITUDINAL "				S.C.A.			
Are the outside Plates doubled two spaces of Frames in length? In way of hold bulkhead				Efficient doubling to outside Bulkhead frames on remainder			
Are the Sluice Valves and Watertight Doors in efficient working order?				Diamond shape			
PLATING.				RIVETING.			
AS IN SHIP.				PER RULE OR AS APPROVED.			
STRAKES.				EDGES.			
Breadth, Thickness, Thickness, Thickness, Breadth, Thickness, Inches, Inches, Inches, Inches, Inches, Inches				Ordinary or joggled? ordinary			
FLAT PLATE KEEL				Double			
GARBOARD OF A STRAKE				Single			
B				Double			
C				Single			
D				Double			
E				Single			
F				Double			
G				Single			
H				Double			
J				Single			
K				Double			
L				Single			
M				Double			
N				Single			
O				Double			
P				Single			
Q				Double			
R				Single			
S				Double			
T				Single			
U				Double			
V				Single			
W				Double			
THICKNESS OF SHEET PILE				CLEAR OF LONG BRIDGE			
DO. OF STRAKE BELOW				DBLG. OF Flat Plate Keel			
Sheerstrakes				Length and thickness			
POOP SIDES				SHORT BRIDGE SIDES			
FORECASTLE SIDES				Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.			
Upper Deck				Butts of Side Stringers			
Stringer Plate				Tie Plates			
Second Deck				Inner Bottom Plating, riveting of Edges			
Stringer Plate				Centre Girder Butts, double riveted			
Frames, riveted through Plates with				Keelson Butts, double riveted			
Rivets, state whether Iron or Steel				Rivets, state whether Iron or Steel			
FRAMES extend in one length from centre and margin to Deck				State if ordinary or joggled			
REVERSED FRAMES on floors and frames extend from single angle frames all fore and aft.				State if ordinary or joggled			
unreversed frames only on floors				MASTS, SPARS, &c.			
Material, Total length, Diameter and thickness, No. of Plates in furl, Angles, Riveting, Butts				At Partners, Head, Head, Number, Size, Seams, Butts			
LOWER MASTS				Fore			
Main				Main			
Mizen				Mizen			
Bowsprit				Bowsprit			
Topmasts, Yards and Remainder of Spars				Rigging, Material and Size, Shrouds			
Sails, none supplied				Sails, and the following spare sails			

EQUIPMENT No. 8124				LETTER f (or equiv.) ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
WEIGHT, EX. STOCK				WEIGHT OF STOCK				TEST, PER CERTIFICATE			
1st Bower				14 2 6				16 3 1 21			
2nd "				14 0 2				15 12 2 0			
3rd "				14 0 2				14 0 2			
4th "				14 0 2				14 0 2			
Collector weight				48 3 8				48 3 8			
Stream				4 1 1				4 1 1			
Kedge				1 3 24				1 3 24			
CHAIN CABLES.				55-0-5				HAWERS AND WARPS.			
Number of Certificate				Length and size supplied				Where and when tested, and Superintendent			
570				145 1 1/4 15 1/2 38				145 1 1/4 15 1/2 38			
Boats				three				Steering Gear, Hand, on bridge			
Pumps, Number				Plywheel hand pump & hand pump				Steering Gear, Hand, on bridge			
Windlass is				Iron steam patent				Capstan hand patent			
Engine Room Skylights				How constructed? steel and angle				What arrangements for deadlights in bad weather? steel lids			
Coal Bunker Openings				How constructed? hatch constructed for				How are lids secured? fuel bunker only			
Number of Scuppers				and numbers and dimensions of Freeing Ports, &c.				open rail, three scuppers			
Ceiling in Holds, thickness and material				flat iron 2 x 3/8 - 2 1/2 apart				Cargo Battens, thickness and material			
Cargo Hatchways				How formed? steel and angle				Hatches, If strong and efficient? steel covers			
State size No. 1 Hatch (Forward)				14'8" x 12'0"				No. 2 Hatch 14'8" x 12'0"			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				one with plate as per special plan				No. 4 Hatch			
No. of Breasthooks				four				No. of Crutches duff, floors aft.			
Bulwarks, height above deck and description				N.V. SCHEEPSWERF "DORDRECHT"				Main Rail, material and size			
The foregoing is a correct description				Builder's Signature (here only)				Surveyor's Signature			
Correspondence				State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)				London M 25/11; 3/12/14; 4/12/14; 12/12/14; E 10/4; M 19/6/1915; M 8-12/4; 20/6 1916			
Workmanship				Are the butts of plating planed or otherwise fitted? Planed, overlapped and caulked				Is the riveted work properly closed? Yes			
Are the liners between the frames and plates solid single pieces? Yes				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes				Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Yes			
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes, satisfactory				Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes				State results of tests good			
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes				State results of tests good				General Remarks (State quality of workmanship, &c.)			
The Workmanship was found good and the vessel has been built in accordance with the approved plans, Secretary's letters referred to above and in general conformity with the Society's Rules.				Double bottom tanks, peaks and fuel bunker have been tested as required by the Society's Rules and found sound and tight				The vessel has been towed to Amsterdam for the fitting of her Machinery.			
The following remains to be completed: Motor room skylight to be riveted; pillaring in motor room to be fitted to suit machinery; the amended third bower anchor and the additional 45 fathoms of chain cable required by Secretary's letter M 20-4-1916 to be supplied and compared with certificates of test; Outboard to be verified and all to be satisfactory reported upon by the Society's Surveyors.				The Amsterdam Surveyors have been advised.				The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built.			
The amount of Entry Fee				36.00				Fees applied for, 19/4 1916			
Special Survey Fee				355.00				Received by me, 27/7/16			
Travelling Expenses, if any				59.00				Certificate to be sent to Rotterdam Surveyors. Date of issue 14.11.16			
State whether the Vessel has been built under Special Survey				Yes				I am of opinion this Vessel should be Classed 100 A1 for the carriage of case oil when completed.			
With, or without Freeboard, as condition of Class				Without				Surveyor to Lloyd's Register of Shipping			
Committee's Minute				TUE. 14 NOV. 1916				Character assigned 100 A1			
Towed to be engaged exclusively in carrying case oil while within ceiling.				a.t.b.p.				+ 2 m.b. 1016 oil engines			

WEB-FRA
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WEB-FRA
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A.P. Bulk
Held Bulk
Fuel tank
Bulk

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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle *22.5*
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as
should appear in the Register Book) *Steel Deck.*

Official No. ; Signal Letters State if Machinery is fitted aft *Yes*
How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<i>11.-</i>	<i>8.-</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>16.5</i>	<i>24.-</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<i>49.7</i>	<i>75.-</i>	Other tanks, if fitted,		
	Total capacity of double bottom	<i>75.-</i>	(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules. *Yes and high*

Order for Special Survey No. *458*

Date *16-2-1915*

No. *24.* in builder's yard.

Dates of Surveys
held while building

*7-20-22-31/7 ; 4-16/8 ; 1-10-16-23/9 ; 1-5-12-14-29/10 ;
12-16-29/11 ; 9-28/12 - 1915 ; 12-21/1 ; 4-16-19/2 ;
2-9-16-27-28/3 ; 6-14-20-27-28/4 ; 4-19-26/5 ; 9-22/6 ; 7/7 1915*

Total No. of Visits *41*

Surveyor's Signature



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