

STEEL STEAMER or MOTORSHIP.

Received at London Office 13 1929

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 4/2 1929.

Port of *Rotterdam*No. *18166*Survey held at *Flushing and Rotterdam* Date First Survey *1924 7th April*Last Survey *4/2 1929*On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)* *Single Screw motor vessel "KOTA-BAROE"**machinery amidships*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Full scantling*State Type of Erections *Prop. Bridge and Foremast*TONNAGE under Tonnage Deck... *4726.75*CLASS *+ 100 A 1*State if with freeboard as condition of Class *no*Built at *Flushing*Do. of space or spaces between Tonnage Dk. and Upper Dk. *1786.86*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 448' 4"*Launched *17/3-22* Yard No. *183*Total *6513.61*Breadth (greatest moulded) *B 60' 6"*Builders *Kon. Maats. "De Schelde"*Gross Tonnage *7213.98*Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 33' 6"*Owners *Stoom. Maats. Rotterdamse Regt.*Register Tonnage *4533.15*1st Longitudinal Number (L x D) *= 15019*Managers *(Where necessary to be entered in Reg. Book.)*REGISTERED DIMENSIONS.
FEET.Length *449'*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13' 9"*Residence *Rotterdam*Breadth *60' 8"*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13' 4"*Port of Registry *Rotterdam*Depth *30' 4"*Do. Long Bridge to top of keel *10' 9"*

If surveyed while building, afloat, or in dry dock

Draught Moulded *26' 6"**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	30"		Bracket Floors, Frame	90 90 11 1/2	
" " from 1/2 length to Collision bulkhead	24"		" " Reversed Frame	90 90 11 1/2	
" " in peaks	R.P. 23' A.P. 24"		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	45 1/2 14 1/2	
Frame Amidships, Angle, <i>E</i> or <i>C</i>	240 90 12		" " top Angles	90 90 13 1/2	
" " Extends up to <i>th as on plan</i>			" " bottom Angles	110 110 15	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One 11	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	43 13 1/2	
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>C</i>	200 85 12		Bracket abaft 1/2 len. from stem	90 90 11 1/2	
" " Second 'tween Decks, Angle, <i>E</i> or <i>C</i>	200 85 12		" " Vertical Angle to Tank side		
" " Third " " " "			Bracket forward 1/2 len. from stem	130 130 11 1/2	
Framing in Peaks, Angle or <i>C</i>	250 85 11 1/2		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>alternate frames</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 6 1/2"		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>every frame</i>	
State if Frame Joggled	<i>no</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	69 1/4 11 1/2	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Increased L frames in connection with stringers</i>		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Floors every frame Double Riveted frames Interstringers as approved</i>		Breadth and thickness of Middle Line Strake	66 13	
SINGLE BOTTOM.			Thickness of remainder in Holds	13 to 11 1/2	
Floors, Depth and thickness at mid-line in Holds			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?	<i>Yes see special plan motor space</i>	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>C</i>			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>C</i>	230 90 12 1/2	
" " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle, <i>E</i> or <i>C</i>	180 75 10	
" " Foundation Plate on Floors			Spacing	30"	
" " Flat Plate Keel Angles			Second Deck, amidships, Angle, <i>E</i> or <i>C</i>	230 90 13	
Side Keelsons, No. each side			Spacing	30"	
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, <i>E</i> or <i>C</i>	240 90 13	
" " Angles			Spacing	30"	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, <i>E</i> or <i>C</i>		
Solid Floors, thickness and spacing	<i>10 1/2 x 30</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Poop Deck, Angle, <i>E</i> or <i>C</i>	240 90 13	
Bracket Floors, breadth and thickness at middle line	<i>see solid floors</i>		Spacing	60" 48	
" " breadth and thickness at margin plate			Bridge Deck, Angle, <i>E</i> or <i>C</i>	220 85 10 1/2	
			Spacing	30	
			Forecastle Deck, Angle, <i>E</i> or <i>C</i>	200 75 11	
			Spacing	180 75 11	

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>Two Rows, widely spaced with binders and as per plan.</i>				Stringer Plate, breadth and thickness in way of Bridge	52	10		
<i>Upper</i> - in 'tween Decks, Size and Spacing.....	<i>4 1/2 to 5 1/2 Solid</i>				Thickness of Plating abreast Deck openings in way of Wells		10		
<i>Second</i> - " " " " 13" x 13 1/2" 1/2"	<i>6" to 6 1/2" Solid</i>			<i>per plan</i>	Thickness of Plating abreast Deck openings in way of Bridge		10		
" in Holds " " 15" x 15 1/2" 1/2" to 18" x 15 1/2" 1/2"	<i>spacing and intermediate size as approved.</i>				Thickness of Plating within line of openings...	10-8 1/2	= 8		
" " " " <i>Pillars under Bridge Post and foremast</i>	<i>as approved.</i>				If Sheathed, material and thickness	<i>No.</i>			
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	<i>In deep tanks as approved.</i>				Stringer Plate, breadth and thickness.....	67	8 1/2		
Plating, thickness of <i>In no. 2. hold 1 1/2" for L 150 x 75 x 8 1/2" x 9 1/2" L 180 x 75 x 10 1/2" L 130 x 75 x 9 1/2" 1/2"</i>					If Plated, state thickness.....	10-8 1/2	= 7 1/2	<i>(see plans)</i>	
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	11			
Stringer Plate, breadth and thickness in Wells	62	25-	24 1/2" 1/2"		If Plated, state thickness				
" " " " in way of Bridge			11 1/2"		Poop Deck.				
" Angle in Wells	180	180	24 1/2 - 23 1/2"		Stringer Plate, breadth and thickness	37	9		
Thickness of Plating abreast Deck openings in way of Wells	17-	15 1/2"			Plating, Sheathing, material and thickness ...	<i>Plated 8 to 3 1/2</i>			
Thickness of Plating abreast Deck openings in way of Bridge		10			Bridge Deck.				
Thickness of Plating within line of openings...	11 1/2	to 11			Stringer Plate, breadth and thickness.....	62	2-13 1/2"		
If Sheathed, material and thickness	<i>Teak</i>	2 1/4"			Plating, Sheathing, material and thickness ...	<i>Plated 11 1/2</i>			
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	52	10 1/2"			Stringer Plate, breadth and thickness.....	35	9		
					Plating, Sheathing, material and thickness	<i>9 to 7 1/2</i>			
						<i>Plated Teak 2 1/4"</i>			

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled? <i>Yes</i>	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.	
FLAT PLATE KEEL	52	22	19	19		Double	1 3 3/8	four	1	4	strapped
" <i>DECK (if any)</i> 72	18	12 1/2	12 1/2			"	7/8 3 1/8	"	7/8	3 1/2	lapped
BOTTOM PLATING, No. of Strakes 4											
BILGE PLATING, No. of Strakes 2	72	14	"	"		"	"	"	7/8	3 1/2	"
SIDE PLATING, No. of Strakes 3	72	16 1/2	11 1/2	"		"	"	"	"	3 1/2	"
UPPER DECK, Sheer-strake in Wells.....	65	24	13	11 1/2		"	1 3 3/8	four & five	7/8	4 1/2	lapped double strapped
UPPER DECK, Sheer-strake in Bridge ...	65	26 1/2				"	7/8 3 3/4	five	7/8	3 1/8	lapped
STRAKE BELOW Sheer-strake in Wells.....	65	20	11 1/2	11 1/2		"	"	four	7/8	3 1/2	"
STRAKE BELOW Sheer-strake in Bridge ...	65	16 1/2				"	"	five	7/8	3 1/8	"
POOP SIDE PLATING		10				Single	3/4 3	Double	3/4	2 5/8	"
BRIDGE SIDE PLATING ...		16				Double	7/8 3 1/8	four	7/8	3 1/2	"
FORECASTLE SIDE PLATING		10 1/2				Single	3/4 3	Double	3/4	2 5/8	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	6.
" Deck next below 1-AP to second dk.	
As per Rule 7 as approved.	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper 'tween decks	6 1/2 to 7 1/2	L 120 x 75 x 9 1/2	x 32	to 24	
" " Second "	8 to 8 1/2	L 150 x 75 x 10		33 and 27	
" " Third "		L 180 x 75 x 9 1/2			
" " Holds 13-11 1/2	9 1/2-8 1/2	L 290 x 90 x 11 1/2		32"	
COLLISION " (in Hold) ... 13 1/2-10-9 1/2		L 150 x 75 x 8 1/2	x 29		
AFTER PEAK " and " deep tank Bth in accordance with plan					

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>forged 10 1/2 x 25 8</i>
STERN FRAME { Propeller Post				<i>Cast Steel of</i>
{ Rudder "				<i>Special Construction as per plan</i>
RUDDER—A x D				<i>See plan</i>
Speed of Vessel				<i>14 knots</i>
RUDDER mainpiece at head				<i>See plan 9 1/2" to 19"</i>
" " heel				<i>forged 9"</i>
" how constructed				<i>Single plate</i>
" double or single plate				<i>24 1/2"</i>
" coupling, vertical or horizontal				<i>See plan</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. Outchaffing of little David Colville & Son. Treadingham & Son & Steel Works. Societe Anonyme d'Acier Grignol. Versaille Steelworks. August System. Harbord Steel.

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

11 FEB 1929

EQUIPMENT No. 44660.												LETTER <i>ct</i>	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.				
1298.	1st Bower ...	77	2	16	58 58	10	0	0	58	10	0	0	77-0-0	Heath's Patent.	N.V. Nedel Kettingen	P. F. Willem
1299.	2nd „ ...	77	2	0	Stockless.	58	10	0	0	77	0	0	77-0-0	Do.	„	„
1222.	3rd „ ...	67	0	0	„	52	12	2	0	65	2	0	65-2-0	Do.	„	„
	Collective weight.	222	0	16						219	2	0	219-2-0			19/7-28.
1227.	Stream	22	0	0	5	3	22	22	7	0	0	22-0-0	Ordinary.	„	„	10/8-28.

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.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
1816	30	2 1/16	106 1/10	149 5/8	91-2-0				Slut	N.V.	P.F. Mellesma 10/12-28	TOWLINE	120	5 1/2	78	130	5 1/2	
1828	45	2 1/16	112 1/2	157 1/2	137-0-0				"	"	" 2 1/1-28-	HAWSERS & WARPS	2x100	2 1/2	15 1/2	2x100	2 3/4	
1830	75	2 1/16	"	"	239-3-0	890 1/4	300	2 1/16	"	"	"		"	2x100	"	15 1/2	2x100	2 3/4
1834	60	2 1/16	"	"	194-2-0-				"	Anker	" 8/1-29.		"	2x100	"	15 1/2	2x100	2 3/4
1837	60	2 1/16	"	"	192-3-0-			Cir.	"	Ketting fab.	" 30/1-29.	"	"	"	"	"	"	
1842 or Steel Wire	30	2 1/16	"	"	95-3-16				"	"	" 1/2-29.	"	and four hawsers	8" Comp.				
	120	5	Wire 59.				120	5										

Steering Gear, Steam *Electric driven gear* Steering Gear, Hand *Yes*

Boats *eight* Steering Chains, Size and Test *Direct gear* Windlass *Electric driven Patent*

Ceiling in Holds, thickness and material *2 1/2 Pine* Cargo Battens, thickness, material and spacing *Pine gratings 2"*

Cargo Hatchways.-(Upper Deck) *Steel and angle* Thickness of Hatches *2 1/2"*

Size of No. 1 Hatchway (Forward) *22'-6"x18'-0"* No. 2 *30'-0"x18'-0"* No. 3 *35'-0"x18'-0"* No. 4 *22'-6"x18'-0"* No. 5 *No. 6*

Number of Shifting Beams and/or Fore and Afters *Helms only No. 1-4. No. 2-5. No. 3-6 and No. 4-4 in number.*

KON.MY. "DE SCHELDE".

Flushing, 6th February 1929 Builder's Signature

GENERAL DECLARATION

This vessel has been built in accordance with the approved plans copies of which have all been sent and retained in London, in general conformity with the Society's Rules and the workmanship found good.

All tanks and B's have been tested as required by the rules and found sound and tight. The freshwater has been verified and cut in the vessel's sides.

The requirements in connection with drainage by gutters for leakage from oil compartments have been complied with.

Upon delivery this vessel has been placed in drydock bottom cleaned found good and recoated.

Gross Tonnage 4213.98

Exempted " 478.47

Tonnage for fees = 7692.45

The amount of Entry Fee *120.00*

Special Survey Fee... *4707.60*

Freeboard 14 1/4

Travelling Expenses, if any £ *420.00*

Fees applied for,

4/2 1929

Received by me,

13/2/29

I am of opinion the Vessel should be Classed *100 A-1*

with notation for oil fuel and vegetable oils in deep tanks

State whether the Vessel has been built under Special Survey *Yes*

H & M

Certificate to be sent to *Rotterdam*

Date of issue *19/2/29*

Signature *L. Wuyt*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 15 FEB 1929

Character assigned

+ 100 A-1 Carrying Vegetable Oil in Deep Tanks

Lost A & R

+ L.M.C. 1-29 Oil Engines

Miss Rot

D.B. 95 lbs



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Lloyd's Register Foundation

0029 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.)

Sister vessel is M.S. "KOTA-RADJA" Rotterdam report No. 16932—same Builders and
M.S. "KOTA-GEDE" Rotterdam " 17819. Builders Maats. Fyenoord.

All plans as approved have been sent and retained in London—See London letter dated
M. 17/3. 1927. 27/6. 1927.

Particulars of Drop Test of Cast Steel Anchors, ^{Heads} 1st Bower 47-0-11 A.B. 20/11 16/10.28.
Weight, Surveyor's Initials, 2nd " 47-0-11 A.B. 20/16 16/10.28.
Number of Certificate, Date of Test. 3rd " 46-0-6 A.B. 20/17 30/5.28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 57.6 ft., R.Q.D. 1 ft., Bridge 150 ft., Forecastle 61.25 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 3 steel Decks, upper Deck, leak & sealed.

Official No. ; Signal Letters Is bottom of Vessel coated with cement in all Dms. if not give particulars of composition *Painted* where no oil is carried

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	117.5	366	Fore peak tank,	22.4	54
Double bottom, under Engines and Boilers,			After peak tank,	18.0	87
Double bottom, if under Engines only,	65.0	333.2	Deep tank, aft,	35.0	695
Double bottom, if under Boilers only,			Deep tank, forward,	27.5	841
Double bottom, forward,	187.83	592.0	Other tanks, if fitted, <i>Side bunkers for oil fuel</i>		1350.0
	Total capacity of double bottom	1291.2	(If necessary, furnish further information by sketch.)		
	*The wells are not to be included in the lengths of the tanks.	370.33	<i>All tested and tight.</i>		

Order for Special Survey No. 726

Date 27/6. 27.

Dates of Surveys held while building

1927. 7-19/4-13-20-30/5-3-16-22-25/6-12-25/7-5-19-26/8-7/9-3-12-27/10-
8-22/11-2-14-22/12-
1928. 6-13-23-31/1-6-9-15-22/2-2-12-16-17-30/3-18/4-2-8/5-6/6-20/7-20/9-
11-18-25/10-1-8-29/11-18-28/12-
1929. 11-15-17-18-19-25/1-4/2 1929.

Total No. of Visits 57