

STEEL STEAMER or MOTORSHIP.

Received at London Office 12 SEP 1930

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 *2nd September 1930* Port of *Amsterdam*No. *12010*Survey held at *Amsterdam*Date First Survey *13th of April 1929* Last Survey *19 August* 1930On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motor vessel "TABINTA" (machinery fitted midships)*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *full scantling*State Type of Erections *Tower castle, Bridge and Poop*TONNAGE under Tonnage Deck... *5461.92*CLASS **100 A1*State if with freeboard as condition of Class *✓*Built at *Amsterdam*Do. of space or spaces between Tonnage Dk. and Upper Dk. *1904.40*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 465.-*

FEET.

Launched *21st of March '30* Yard No. *202*Total *7366.32*Breadth (greatest moulded) *B 62.-*Builders *Nederlandische Scheepsbouw Maatschappij*Gross Tonnage *8156.05*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36.25*Owners *Stoomvaart Maatschappij "Nederland"*Register Tonnage *4897.99*1st Longitudinal Number (L x D) *= 16856*Managers *" " " " "*

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) *= 45686*Residence *Amsterdam*

REGISTERED DIMENSIONS.

Feet.

Length *142.95 = 469.-*Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.83*Breadth *10.98 = 62.25*Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.51*Depth *9.93 = 32.6*Draught Moulded *28'-10 1/16"*Port of Registry *Amsterdam*

If surveyed while building, afloat, or in dry dock

whole 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	<i>32</i>		Bracket Floors, Frame	<i>9 x 3 1/2 x .50</i>	
" " from 3/4 length to Collision bulkhead.....	<i>24</i>		" " Reversed Frame	<i>9 x 3 1/2 x .46</i>	
" " in peaks.....	<i>24</i>		" " Vertical Struts	<i>9 x 3 1/2 x .46</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>47 3/4 x .64</i>	
Frame Amidships, Angle <i>E or C</i> <i>10 3 1/2 .52</i> <i>all upperdeck above upper tween deck at alternate frame cut down to 8 x 3 1/2 x .52</i>			" " top Angles <i>double</i>	<i>3 1/2 x 2 1/2 x .60</i>	
" " Extends up to <i>all bulb angle frames</i>			" " bottom Angles <i>double</i>	<i>5 x 5 x .64</i>	
Reversed Frame Amidships, Angle <i>all bulb angle</i>			Side Girders, No. each side and thickness	<i>two .48</i>	
" " Extends up to <i>frames</i>			Margin Plate depth (excl. of flange) and thickness	<i>44 1/2 x .60</i>	
Depth of Framing Girder.....	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>2 1/2 x 3 1/2 x .54</i>	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or C</i> <i>10 3 1/2 .52</i> <i>cut down at alternate frame to 8 x 3 x .52</i>	<i>10 3 1/2 .52</i>		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>6 x 6 x .54</i>	
" " Second 'tween Decks, Angle <i>E or C</i> <i>10 3 1/2 .52</i>	<i>10 3 1/2 .52</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	<i>on every frame 2'-8" x 2'-10"</i>	
" " Third " <i>only forward in N'1 hold</i> <i>10 3 1/2 .44</i>	<i>10 3 1/2 .44</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem.....	<i>on every frame and continuous 6'-2" x .54</i>	
Framing in Peaks, Angle <i>E or C</i> <i>10 3 1/2 .44</i>	<i>10 3 1/2 .44</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>6'-2" x .54</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>1" rivets spaced 6" apart</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>ordinary</i>		Breadth and thickness of Middle Line Strake	<i>4'-4" x .54</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars) <i>300 90 14 12 x 3 1/2 x .56 deep frame arrangement panting stringer fitted 6-6 apart all as approved</i>			Thickness of remainder in Holds	<i>4.6</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double riveted shell angle 6 x 6 x .52. intercostal girders fitted spaced 4'-0" apart</i>		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</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle <i>E or C</i> <i>10 x 3 1/2 x .44</i>		
Height of Brackets at side above base line at toe of frame	<i>Double bottom fitted all over</i>		" " in way of Bridge, Angle <i>E or C</i> <i>10 x 3 1/2 x .52</i>	<i>10 x 3 1/2 x .48</i>	
Middle Line Keelson, on Floors, Angles, <i>E or C</i>			Spacing.....	<i>32</i>	
" " Through Plate or Intercostal Plate.....			Second Deck, amidships, Angle <i>E or C</i> <i>10 x 3 1/2 x .52</i>	<i>10 x 3 1/2 x .48</i>	
" " Foundation Plate on Floors			Spacing.....	<i>32</i>	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle <i>E or C</i> <i>11 x 3 1/2 x .48</i>		
Side Keelsons, No. each side			Spacing.....	<i>32</i>	
" " thickness of Intercostal Plate.....			Fourth Deck, amidships, Angle <i>E or C</i> <i>10 x 3 1/2 x .48</i>	<i>10 x 3 1/2 x .46</i>	
" " Angles			Spacing.....	<i>24</i>	
DOUBLE BOTTOM.			Poop Deck, Angle <i>E or C</i> <i>8 x 3 x .36</i>	<i>7 1/2 x 3 x .40</i>	
Solid Floors, thickness and spacing	<i>48 at alternate frame</i>		Spacing.....	<i>32</i>	
" " Are Frame and Reversed Frame joggled?.....	<i>yes</i>		Bridge Deck, Angle <i>E or C</i> <i>9 x 3 1/2 x .44</i>		
Bracket Floors, breadth and thickness at middle line.....	<i>36" x .40</i>		Spacing.....	<i>32</i>	
" " breadth and thickness at margin plate.....	<i>36" x .40</i>		Forecastle Deck, Angle <i>E or C</i> <i>8 x 3 x .44</i>	<i>8 x 3 x .42</i>	
			Spacing	<i>24</i>	

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</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>51 x .38</i>	
" in 'tween Decks, Size and Spacing.....	<i>13 1/2 x .55 to 6 1/2 x .40</i>	<i>spaced 32-0</i>	Thickness of Plating abreast Deck openings in way of Wells	<i>.40</i>	
" " " " " "	<i>18 x .63 to 10 x .44</i>	<i>spaced 32-0</i>	Thickness of Plating abreast Deck openings in way of Bridge	<i>.34</i>	
" in Holds " " "	<i>23 x .76 to 15 1/2 x .56</i>	<i>spaced 32-0</i>	Thickness of Plating within line of openings...	<i>.32</i>	
" " " " " "	<i>further all as per approved plan.</i>		If Sheathed, material and thickness	<i>✓</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>51 x .38</i>	
Plating, thickness of	<i>✓</i>		If Plated, state thickness.....	<i>.34</i>	
STRINGERS AND DECKS.			Fourth Deck. IN WAY OF N°1 hold.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>.36</i>	
Stringer Plate, breadth and thickness in Wells	<i>80 x .88</i>		If Plated, state thickness	<i>.36 and as approved</i>	
" " " " " in way of Bridge	<i>80 x .44</i>		Poop Deck.		
" Angle in Wells	<i>7 x 7 x .88</i>	<i>as approved</i>	Stringer Plate, breadth and thickness	<i>39 x .38</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>.76</i>		Plating, Sheathing, material and thickness ...	<i>plating .26 teak 2 1/2</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>.42 x .40 and as approved</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>.42 x .34 as approved</i>		Stringer Plate, breadth and thickness.....	<i>81 x .60</i>	
If Sheathed, material and thickness	<i>teak 2 3/4</i>		Plating, Sheathing, material and thickness ...	<i>plating .54 teak 2 3/4</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>51 x .44</i>		Stringer Plate, breadth and thickness.....	<i>36 x .38</i>	
			Plating, Sheathing, material and thickness ...	<i>plating .30 teak 2 1/2</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>ordinary</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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	53	.90	.84	1.00		double	1"	4"	quadruple	1"	4"	lapped	
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of of Strakes ... ^{ABC} 3.....	96½	.72	.72	.56		double	1"	4"	quadruple	1"	4"	lapped	
BILGE PLATING, No. of Strakes ... ¹ 7..... ^D	85	.72	.56	.56		double	1"	4"	" " "	1"	4"	" "	
SIDE PLATING, No. of Strakes ... ³ 4..... ^{DEF}	96½	.70	.40	.48	doubling fitted at breaks .70	double	1"	4"	" " "	1"	4"	" "	
UPPER DECK, Sheer- strake in Wells.....	65	1.06	.48	.48		double	1⅞"	4"	quintuple	1⅞"	5⅛"	" "	
UPPER DECK, Sheer- strake in Bridge ⁵	65	.70				double	1"	4"	quadruple	1	4	" "	
STRAKE BELOW Sheer- strake in Wells.....	96½	.70	.40	.48		double	1"	4"	" " "	1	4	" "	
STRAKE BELOW Sheer- strake in Bridge ⁴	96½	.70				double	1"	4"	" " "	1	4	" "	
POOP SIDE PLATING42		single	¾"	3	single	¾	2⅝	" "	
BRIDGE SIDE PLATING ...	96	.70				double	1"	4"	quintuple	1	4½	" "	
FORECASTLE SIDE PLATING			.44			single	¾"	3	single	¾	2⅝	" "	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—					Casting or Forging.					Scantlings.		Maker's Name.		Any departure from approved plans to be noted.	
Extending to Upper Deck (Sec. 3 c) <i>7 including Collision bulkhead</i>															
" Deck next below <i>1 (after peak bulkhead)</i>															
As per Rule															
	Plating Thickness.	STIFFENERS.				Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.						
		VERTICAL.		HORIZONTAL.											
		Scantlings.	Spacing.	Scantlings.	Spacing.										
MIDSHIP BULKHEAD, Upper tween decks	<i>.26</i>	<i>L 5 x 2 1/2 x .30</i>	<i>30"</i>	<i>and</i>											
" " Second "	<i>.30</i>	<i>6 6 x 3 x .34</i>	<i>30"</i>	<i>as</i>											
" " Third "	<i>.40 to .40</i>	<i>5 10 x 3 1/2 x .44</i>	<i>30"</i>	<i>approved</i>											
" " Holds	<i>.54 to .34</i>	<i>6 9 x 3 1/2 x .50</i>	<i>24"</i>	<i>semibon beam & orlop deck</i>											
COLLISION " (in Hold)	<i>.50 to .34</i>	<i>6 9 x 3 1/2 x .46</i>	<i>24"</i>	<i>recess deck</i>											
AFTER PEAK " "															
					KEEL, Bar <i>flat plate keel</i>										
					STEM <i>lower part</i> <i>cast steel</i>										
					STEM <i>upper part</i> <i>forged</i> <i>10 1/2 x 2 3/4</i>					<i>Vereingde Stahlwerke</i>					
					STERN FRAME { Propeller Post <i>cast steel</i>							<i>Nederlandsche Staalfabriek Wreckt</i>			
					STERN FRAME { Rudder " <i>cast steel</i>					<i>section</i>		<i>all as approved</i>			
					RUDDER—A x D										
					Speed of Vessel <i>not exceeding 15 knots</i>										
					RUDDER mainpiece at head <i>forged</i> <i>11 3/4"</i>					<i>Willons Engineering and Shipyard Co. Rotterdam</i>		<i>Wed. staal fabriek Wreckt</i>			
					" " heel <i>cast steel</i> <i>Oetz Rudol</i>										
					" how constructed										
					" double or single plate <i>double plated</i>										
					" coupling, vertical or horizontal <i>horizontale</i>										

all anchors down report
No 12151 re bower and
stream anchor

See over

EQUIPMENT No. 40110												LETTER d +		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.				
2143	1st Bower ...	82	2	3	stockless			60	0	0	0	81 1/4	Gruson-Helm	Hesser Otto	Dusseldorf 27-11-29
2142	2nd „ ...	82	1	24	stockless			60	0	0	0		„ „ „	Gruson & Co	H. Berg
2144	3rd „ ...	42	1	22	stockless			55	0	0	0		„ „ „	of Hagoleburg	„ „ „
	Collective weight	244	1	24								232			
2128	Stream	23	1	11	6	2	4	23	8	0	14		Ordinary stock	„ „ „ „	Dusseldorf 26-10-29 H. Berg

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.	Stations.	Break ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
3014	300	2 1/2	112 1/2	154 1/2	1022-1-19	940			300	2 1/2	studlink	Kon. Ned. Grofsmedary	Leiden 14-3-30 Hb. van der Weel	steel wire	130	6	85	130	6
														HAWSERS & WARPS	4x90	3	18	4x100	2 3/4
														Hemp	4x85	8			
Iron Stream Chain or Steel Wire	120	5 1/4		65					120	5 1/4	steel wire								

Steering Gear, Steam *direct acting* Steering Gear, Hand *yes*
Boats *12 Life boats* Steering Chains, Size and Test *✓* Windlass *electric Windlass*
Ceiling in Holds, thickness and material *2 1/2 pitch pine* Cargo Battens, thickness, material and spacing *6 x 2 " pine spaced 4 "*
Cargo Hatchways.-(Upper Deck) *Steel and angle bar* Thickness of Hatches *2 3/4 pine*
Size of No. 1 Hatchway (Forward) *24'-0" x 20'-0" No. 2 = 32'-0" x 20'-0" (in bridge space) No. 3 = 30'-0" x 20'-0" No. 4 = 13'-4" x 20'-0" No. 5 = 26'-8" x 20'-0" No. 6 = 24'-0" x 18'-0"*
Number of Shifting Beams and/or Fore and Afters *N1 hatchway 4, N2 hatchway 5, (N3 hatchway 5) (in bridge space), N4 hatchway 2, N5 hatchway 4 and N6 hatchway 4 shifting beams*
N.V. NEDERLANDSCHE SCHEEPSBOUW-MAATSCHAPPIJ
Builder's Signature *[Signature]*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *no* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
in double bottom under engine and bunkers, flash point above 150°
The workmanship was found good, and the vessel has been built to the approved plans, copies of which are retained in the London office for record, and in agreement with the instructions contained in the Secretary's Letters and Rotterdam letters respecting this case, and in general conformity with the Society's Rules.
Fore and afterpeak tanks, deep tanks, oil fuel bunkers, settling tanks, and double bottom tanks, tested with a head of water as required by the Rules and found sound and tight. Weather decks, watertight bulkheads, tunnel and W.T. doors have been tested by hose and found tight.
Treeboard marking verified and cut in the vessel's side.
Five certificates of Stern frame, Rudder frame, Rudder head, Teller and stem are sent herewith.

The amount of Entry Fee *£132:-* : Fees applied for, *amm*
Special Survey Fee.... *£404:-* : Received by me, *22-9-30*
Treeboard *£80*
Travelling Expenses, if any *£108:-* :
State whether the Vessel has been built under Special Survey *yes* Signature *H. P. Jonker*
H+M Certificate to be sent to *Amsterdam Surveyors* Date of issue *30/9/30* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE. 30 SEP 1930*
Character assigned *+100A1*
Fitted for carrying oil (8.30)
F.P. above 150° F in Deep Tank
Lloyd's A+C *Oil Eng.* *C.L.*
DB. 142 lb.

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.)

Anchor

No of Cast	anchors	weight ex stock	stockless	test per cent	at as per Rule	Design and	maker	tested Husselhoff
2147	1 st B	86-0-12	"	61.0-0-0	81-1-0	Brown & Hen	otto	M. Berg 27.11.29
2155	2 nd B	81-0-8	"	59.10-0-0		"	Brown Husselhoff	" 29.1.30
2156	3 rd B	71-2-27	"	54.15-0-0		"	"	" 29.1.30
		236-3-19			232-0-0			
2151		23-1-24	6-0-12	23-10-0-0		ordering, H.D.		Husselhoff K. 13.12.29

Particulars of drop test

No of Bower	weight	SS-1-8	Karl Haufs	No of Cast	No	Husselhoff	12/11/29
2 nd	"	51-1-15	M. Berg	"	7426	"	20/12/29
3 rd	"	46-0-21	"	"	7428	"	20/12/29

See above

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Weight: 54-1-10, Karl Haufs, Certificate N° 7229, dated 12-11-29
	2nd "	Weight: 55-0-20, Karl Haufs, Certificate N° 7228, dated 12-11-29
	3rd "	Weight: 46-3-1, Karl Haufs, Certificate N° 7227, dated 12-11-29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40,3 ft., R.Q.D. ☒ ft., Bridge 154,7 ft., Forecastle 61,75 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) 3 steel deck

Official No. ☒ ; Signal Letters ☒ Is bottom of Vessel coated with cement Cement if not give particulars of composition and bitumastie

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	120.-	389.-	Fore peak tank,	30.-	104.-
Double bottom, under Engines and Boilers, used for oil	61.3		After peak tank,	12,6	53.-
Double bottom, if under Engines only,	24.-	176.-	Deep tank, aft,	32.-	1090
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	184.-	717.-	Other tanks, if fitted,		
	Total capacity of double bottom	1282.-	(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. 149

Date 23-9-29

Dates of Surveys held while building

13-25-30/14, 3-17-24/5, 5-17-22/6, 4-13-17-19-29/4, 7-10/8, 3-9-16-21-27/9, 5-9-12-24-28/10, 4-7-12-15-19-27-28/11, 5-11-13-21/12-1929, 10-17-23-28/1, 5-11-14-18-22-27/2, 4-7-11-12-17-18-19-20-21-22-26/3, 1-7-9-12-14-17-19-23-25, 28-30/4, 6-7-13-14-16-31/5, 4-13-18-19-23-24-26-27-30/6, 5-7-9-10-12-16-22-26-31/7, 2-4-9-19/8-1930

Total No. of Visits 94