

STEEL STEAMER or MOTORSHIP.

Received at London Office

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 *20th September 1928* Port of *Rotterdam* No. *17819*
Survey held at *Rotterdam* Date First Survey *22/4. 27* Last Survey *19th September 1928*
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motor "KOTA GEDE" Machinery amidships*
State Type (Full Seaming, Compound Superstructure with or without Tonnage Openings) *Full Seaming* State Type of Erections *Look Bridge foremast*

TONNAGE under Tonnage Deck... *4698.53* CLASS *A.1.* State if with freeboard as condition of Class *No* Built at *Rotterdam*
Do. of space or spaces between Tonnage Dk. and Upper Dk. *1817.37* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1d) *442' 4"* Launched *14/4 22* Yard No. *309*
Total *6515.90* Breadth (greatest moulded) *B 60' 6"* Builders *Maats. voor Scheeps en Werktuigbouw "Fijenoord"*
Gross Tonnage *7226.70* 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 *Rotterdamse K.S.O.*
Register Tonnage *4514.65* 1st Longitudinal Number (L x D) = *15019* Managers *W. Ruys & Zonen*
(Where necessary to be entered in Reg. Book.)
2nd Numeral L x (B + D) = *42143* Residence *Rotterdam*
Framing Depth "d," at middle of length. See Sec. 3 (1d) *13' 9"* Port of Registry *Rotterdam*
Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.4* If surveyed while building, afloat, or in dry dock
Do. Long Bridge to top of keel *10.9* *Building*
Draught Moulded *26' 5 3/4"*

REGISTERED DIMENSIONS.
FEET.
Length *449.6*
Breadth *60.8*
Depth *29.7*

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	27'		" " Reversed Frame	90 90 11 1/2	
" " in peaks	<i>T.P. 25" A.P. 24"</i>		" " Vertical Struts	<i>r</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	45 1/2 14 1/2	
Frame Amidships, Angle <i>E or C</i>	240 90 12 1/2		" " top Angles	90 90 13 1/2	
" " Extends up to <i>8ks. as on plan</i>			" " bottom Angles	110 110 15	
Reversed Frame Amidships, Angle	<i>r</i>		Side Girders, No. each side and thickness	<i>6ms 11</i>	
" " Extends up to <i>r</i>			Margin Plate depth (excl. of flange) and thickness	43 13 1/2	
Depth of Framing Girder	<i>r</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	90 90 11 1/2	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or C</i>	200 85 12 1/2		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	130 130 11 1/2	
" " Second 'tween Decks, Angle <i>E or C</i>	<i>r</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>alternate frames 21 x 21 x 10 1/2 x 1/4"</i>	
" " Third " " "	<i>r</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem	<i>every frame</i>	
Framing in Peaks, Angle or <i>C</i>	200 85 11 1/2		Tank Side Brackets, height above base line at toe of Frame and thickness	69 1/4 x 11 1/2	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>1/8 6 1/2 8</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>no plating</i>		Breadth and thickness of Middle Line Strake	66 13	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Increased R. framing in Collision bulkhead with stringer</i>		Thickness of remainder in Holds	13 to 11 1/2	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Floors every frame double middle frame and intercostals as approved</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 see special plan motor sealing</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>	230 90 12 1/2	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle <i>E or C</i>	180 75 10	
Middle Line Keelson, on Floors, Angles, <i>C or E</i>			Spacing	30"	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle <i>E or C</i>	230 90 13	
" " Foundation Plate on Floors			Spacing	30"	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle <i>E or C</i>	240 90 13	
Side Keelsons, No. each side			Spacing	30"	
thickness of Intercostal Plate			Fourth Deck, amidships, Angle, <i>C or E</i>	<i>r</i>	
Angles			Spacing		
DOUBLE BOTTOM.			Peep Deck, Angle <i>E or C</i>	240 90 13	
Solid Floors, thickness and spacing	<i>10 1/2 x 30</i>		Spacing	60' to 48"	
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Bridge Deck, Angle <i>E or C</i>	220 85 10 1/2	
Bracket Floors, breadth and thickness at middle line	<i>flange every frame</i>		Spacing	30"	
" " breadth and thickness at margin plate			Forecastle Deck, Angle <i>E or C</i>	200 75 11	
			Spacing	180 75 11 1/2	

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... widely spaced with girdes and as per plan -</i>			
Upstee. in 'tween Decks, Size and Spacing.....	<i>4 1/2 " x 6 5/8 " Solid</i>			
Second - "	<i>one 330 Ø x 13 1/2 " 6 " to 6 1/2 " solid</i>			
"	<i>" 290 Ø x 13 1/2 "</i>			
" in Holds	<i>" { 15 " Ø x 15 1/2 " spacing and intermediate size as approved or plan -</i>			
"	<i>" { 18 " Ø x " "</i>			
Centre Line Bulkhead.	<i>Pillars under Bridge and Girdes</i>			
Stiffeners and Spacing.....	<i>as approved also in forecabin & deep tanks as approved and perf-</i>			
Plating, thickness of	<i>In No. 2 hold... 7 1/2 " L 150 x 75 x 8 1/2 " L 180 x 75 x 10 "</i>			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	<i>62 15 1/2 "</i>			
" " " " in way of Bridge	<i>11 1/2 "</i>			
" Angle in Wells	<i>180 180 24 1/2 "</i>			
Thickness of Plating abreast Deck openings) in way of Wells	<i>17 1/2 to 15 1/2 "</i>			
Thickness of Plating abreast Deck openings) in way of Bridge	<i>10 7/8 "</i>			
Thickness of Plating within line of openings...	<i>11 1/2 to 11 1/8 "</i>			
If Sheathed, material and thickness	<i>Fish 2 1/4 "</i>			
Second Deck.				
Stringer Plate, breadth and thickness in Wells...	<i>52 10 1/4 "</i>			
Stringer Plate, breadth and thickness in way of Bridge	<i>52 10 1/2 "</i>			
Thickness of Plating abreast Deck openings) in way of Wells	<i>10 7/8 "</i>			
Thickness of Plating abreast Deck openings) in way of Bridge	<i>10 7/8 "</i>			
Thickness of Plating within line of openings...	<i>10-8 1/2 8 1/4 "</i>			
If Sheathed, material and thickness	<i>V</i>			
Third Deck.				
Stringer Plate, breadth and thickness.....	<i>67 " 8 1/2 "</i>			
If Plated, state thickness.....	<i>7 1/2 "</i>			
Fourth Deck.				
Stringer Plate, breadth and thickness.....	<i>V</i>			
If Plated, state thickness				
Poop Deck.				
Stringer Plate, breadth and thickness	<i>34 9 1/2 "</i>			
Plating, Sheathing, material and thickness	<i>Part plaid. Fish 8 1/2 "</i>			
Bridge Deck.				
Stringer Plate, breadth and thickness.....	<i>Fish 8 1/2 " 62 13 1/2 "</i>			
Plating, Sheathing, material and thickness	<i>Pealed Fish 11 1/2 "</i>			
Forecastle Deck.				
Stringer Plate, breadth and thickness	<i>35 9 1/2 "</i>			
Plating, Sheathing, material and thickness ...	<i>9 to 7 1/2 " Fish 2 "</i>			

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Yes.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	52	22	19	19	-	Double	1"	3 3/4	Four	1	4	Strapped
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes 4.....	72	18	12 1/2	12 1/2	-	"	7/8	3 1/3	"	7/8	3 1/2	Lapped
BILGE PLATING, No. of Strakes 2.....	72	14	12 1/2	12 1/2	-	"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes 3.....	72	16 1/2	11 1/2	11 1/2	-	"	"	"	free	"	3 1/8	"
UPPER DECK, Sheer-strake in Wells.....	65	24	18	11 1/2	-	"	1	3 3/4	Pine	1 1/8	5	"
UPPER DECK, Sheer-strake in Bridge ...	65	16 1/2			-	"	7/8	3 1/3	free	7/8	3 1/8	"
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				"	"	"	free	7/8	3 1/8	"
POOP SIDE PLATING		10				Single	3/4	3	Double	3/4	2 5/8	"
BRIDGE SIDE PLATING ...		16 1/2				Double	7/8	3 1/3	four	7/8	3 1/2	"
FOREC'TLE SIDE PLATING		10 1/2				Single	3/4	3	Double	3/4	2 5/8	"

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Cast or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <u>6.</u>		KEEL, Bar		Flat keel plate		
" Deck next below <u>1. = A.P. to Second Dk.</u>		STEM		forged $10\frac{1}{2} \times 25\frac{1}{8}$ Rolled Bar.		
As per Rule <u>4. as above.</u>		1 to 4th Dk. = deep tank B.H. abaft m. space.				
Plating Thickness.	STIFFENERS.				Scantlings.	Spacing.
	VERTICAL.		HORIZONTAL.			
	Scantlings.	Spacing.	Scantlings.	Spacing.		
MIDSHIP BULKHEAD, Upper tween decks	$6\frac{1}{2}$ to $8\frac{1}{2}$	$L 120 \times 75 \times 9\frac{1}{2}$	$\times 32$	and 24 .		
" " Second "	8 to $8\frac{1}{2}$	$L 150 \times 75 \times 10\frac{1}{2}$	$\times 32$	and 24 .		
" " Third "		$L 180 \times 75 \times 9\frac{1}{2}$	$\times 32$	and 24 .		
" " Holds	$13\frac{1}{2}$ to $11\frac{1}{2} \times 9\frac{1}{2}$	$L 200 \times 101 \times 10 \times 16$	$\times 32$	and 24 .		
" " COLLISION (in Hold)	$13\frac{1}{2} \times 10 \times 9\frac{1}{2}$	$L 150 \times 75 \times 8\frac{1}{2}$	$\times 24$.			
" " AFTER PEAK	and deep tank in accordance with approved plan.					
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <u>Siemens Martin process. Hoelder Verein. Hoesler Refractor. Maiderich. Phoenix. Gutehoffnungshütte</u> <u>Mulheimer Stahlwerke.</u>						
Has the Steel been tested as required by the Rules? <u>Yes.</u>						

EQUIPMENT No. 44660												LETTER C7		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.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Owts.			
1199.	1st Bower ...	78	2	0	Stockless.			58	10	0	0	77-0-0.	Hall's Patent.	?	P. F. Willems
1205	2nd „ ...	78	0	0	“			“	“	“	“	“	“	!	23/5-28 N. K. A. Rotterdam
1200	3rd „ ...	67	3	16	“			52	12	0	0	“	“	!	4/6-28 „ „ „
	Collective weight.	224	1	16	✓							219-2-0	✓		23/5-28 „ „ „
1225	Stream	22	1	10	6	1	10	22	15	0	0	22-0-0-	Ordinary	?	31/7. 28 H. J. W. W. A. H. A.

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.	
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1666	150	2 1/2	106 1/16		461-3-0			890 1/4	300	2 1/2	Stud.	P. F. Willems	6/4. 28 B. A. H. A.	TOWLINE...	130	5 3/4	78	130	5 3/4
1740	150	2 1/2	149 5/8		462-1-0						"	16/6. 28 "	"	HAWSERS & WARPS	2x100	3 1/2	26	2x100	2 3/4
														"	2x100	3 1/2	26	2x100	2 3/4
Iron Steam Chain or Steel Wire	120	5		59					120	5	Wire			"					

Steering Gear, Steam	Electric Driven Patent	Steering Gear, Hand	Yes								
Boats	8	Steering Chains, Size and Test	Direct gear	Windlass	Electric Patent						
Ceiling in Holds, thickness and material	2½ Pine	Cargo Battens, thickness, material and spacing	Pine platings 2"								
Cargo Hatchways.—(Upper Deck)	Steel and angle	Thickness of Hatches	2½ Pine								
Size of No. 1 Hatchway (Forward)	22'-6" x 18'	No. 2	30' x 18'	No. 3	35'-18'	No. 4	22'-6" x 18'	No. 5		No. 6	=
Number of Shifting Beams and/or Fore and Afters	Wabs. only	No. 1	= 4	No. 2	= 5	No. 3	= 6	No. 4	= 4	in number	

Builder's Signature	Maatschappij voor Scheeps- en Werktuigbouw FIJENOORD
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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	Yes in deep.
			The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
			Tanks for vegetable oil - Given on the various plans.

This vessel has been built in accordance with the plans approved copies of which have all been retained in London, further in general conformity with the Society's Rules and the workmanship was found good.	
All Tanks and Bitts have been tested as required by the rules and found sound and tight. The freeboard has been marked on the vessel's sides, verified and found good.	
The requirements in connection with drainage by gutterways etc for leakage from oil compartments have been complied with.	
Gross tonnage - 7226.70	7686.6 taken as gross ton.
Exempted space - 459.9	

The amount of Entry Fee	£ 120-00	Fees applied for,	21/9 1928
Special Survey Fee	£ 4706-00	Received by me,	11-10-28
Freeboard	14 1/4		
Travelling Expenses, if any	124-00		
State whether the Vessel has been built under Special Survey	Yes	I am of opinion the Vessel should be Classed	100 A1.
			with notation for oil fuel and vegetable oils in deep tanks.
Certificate to be sent to	Rotterdam	Signature	E. J. M. Millar
Date of issue	16/10/28		

Committee's Minute	TUE 16 OCT 1928
Character assigned	+ 100A1 carrying Vegetable Oil in Deep Tanks
	Lloyd's A.R.C.
	+ L. M. C. 9.28
	Oil Eng. O.G.
	pt. cam.

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

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. S/S "Kota Inten" same Builders. Rotterdam report. N^o 16931-

Plans of vessel and letters referred to:-

Midship Section.

Profile and Dks. } in Condon. see letter Condon 14/4. 1924. Interportal Girder at Bridge Dk fitted as desired - Condon 25/4.24

Copy of Deep Tank. Forward and Deep Tank aft. sent Perseus.

Detail plans in Condon. for sister vessel Kota Inten also refer to this vessel.

Particulars of Drop Test of Cast Steel Anchors, ~~Heads~~ 3rd Bower 43-0-17. M.A.B. 904. 17/4.28.
2nd " 46-2-4. D.C.B. 583. 27/4.28.
1st " 46-0-0. M.A.B. 903. 17/4.28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 50.6 ft., R.Q.D. v 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 See Dks. upper Dk. Teak sheathed.

Official No. ; Signal Letters Is bottom of Vessel coated with cement See Dks if not given 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,	127.5	421.	Fore peak tank,	22.4	56.
Double bottom, under Engines and Boilers,			After peak tank,	7.5	46.
Double bottom, if under Engines only,	80.0	469.	Deep tank, aft,	36.66	767.
Double bottom, if under Boilers only,			Deep tank, forward,	27.5	950.
Double bottom, forward,	180.3	582.	Other tanks, if fitted, <u>Side bunkers. Both in total</u>		1247.
Total capacity of double bottom	1472.		(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. 724

Date

19/4.24.

Dates of Surveys held while building

1927. 22/4. 16/6. 21/6. 28/6. 30/6. 4/7. 19/7. 22/7. 29/7. 11-22/8.
2-9-20. 23-29/9. 4-5/10. 1-11. 17-21/11. 9-12-13/12.
1928. 2-10-13-20. 27/1. 2-9-16-20. 21-22-27/2. 6-8-14-16-26-29/3.
11-14/4. 9/5. 4-21/6. 18/7. 2-13-27. 30/8-4-5-19/9.

Total No. of Visits 56