

STEEL ~~STEAMER~~ OF MOTORSHIP.

Received at London Office JUN 19 1939

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

39659

Date of completion of report 16th JUNE 1939 Port of BREMEN No. 2130.
Survey held at BREMEN Date First Survey 24th MAY 1938 Last Survey 7th JUNE 1939

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE MOTOR VESSEL "JAVA"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING VESSEL State Type of Erections POOP BRIDGE & FLE.

TONNAGE under 8306,69 CLASS * 100 A 1 (State if with freeboard) No Built at BREMEN
Tonnage Deck...

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 149,349 METRES Launched 31st MARCH 39 Yard No. 951

Total Breadth (greatest moulded) B 19,202 Builders DEUTSCHE SCHIFF- & MASCHINENBAU A.G. WERK ROT. GEI. A.E.LER

Gross Tonnage 9250,10 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 11,945 Owners N.V. STOOMVAART MAATSCHAPPY "NEDERLAND"

Register Tonnage 5045,84 1st Longitudinal Number (L x D) = 1784 Managers (Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = 4652 Residence AMSTERDAM

REGISTERED DIMENSIONS. METRES Framing Depth "d," at middle of length. See Sec. 3 (1d) 4,30 Port of Registry AMSTERDAM

Length 151,03 495 Proportions—Depth to Length—Uppermost continuous deck to top of keel L:D=12,50 If surveyed while building, afloat, or in dry dock

Breadth 19,28 63,25 Do. Long Bridge to top of keel 10,33

Depth 10,85 35,58 Draught Moulded 9,376 WHIST BUILDING, AFLOAT AND IN DRYDOCK.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	840	✓	Bracket Floors, Frame	200 90 12	✓
" " from $\frac{3}{8}$ length to Collision bulkhead	680	✓	" " Reversed Frame	200 90 11	✓
" " in peaks	610	✓	" " Vertical Struts	220-92-13-15	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1240 x 14,5	✓
Frame Amidships, Angle, [	280 90 12	✓	" " top Angles	75 90 90 13	✓
" " Extends up to	UPPER TWENDECK	✓	" " bottom Angles	130 130 14,5	✓
Reversed Frame Amidships, Angle	NONE	✓	Side Girders, No. each side and thickness	ONE - 10,5	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	1040 x 14,5	✓
Depth of Framing Girder	280	✓	" " Vertical [to Tank side	150 x 12	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [	250 90 11,5	✓	" " Bracket abaft $\frac{1}{2}$ len. from stem	150 x 12	✓
" " Second 'tween Decks, Angle, [or [	✓		" " Vertical [to Tank side	150 x 12	✓
" " Third " " " "	✓		" " Bracket forward $\frac{1}{2}$ len. from stem	150 x 12	✓
Framing in Peaks, [	250 90 12,5	✓	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem. IN. DECK	AT EVERY FRAME 530 x 11,5 5 RIVETS 22 7/8	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships (N. DECK, TANKS, ETC.)	25 5/8 - 6 1/2 d 25 5/8 - 5 1/2 d	✓	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem. IN. DECK	CONTINUOUS 430 x 11,5 7 RIVETS 22 7/8	✓
State if Frame Joggled	NO	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1970 x 12	✓
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	BELOW LOWER TWENDECK: ORLOF DECK AND A SIDE STRINGER IN HOLD NO. 1 ALSO PERMANENT DECK & 1 JOSE STRINGER IN HOLD NO. 2 BETWEEN LOWER TWENDECK & SIDE STRINGER IN FOREPEAK. WELDED BEAMS BELOW ORLOF DECK IN HOLD NO. 1 AND RIV. BEAMS AT TOP OF NO. 2 EXTENDED TO LOWER TWENDECK. ALL DECKS & STRINGERS IN FRAMING ARE WELDED TO SHAL.				
TRENGTHENING OF BOTTOM FORWARD. State Particulars	3 BOTTOM STRAKES OF 21,5% THICKNESS. EXTRA INTERCOSTALS FITTED SPACED ABOUT 400% IN. MARIN. SOLID FLOORS AT EVERY FRAME. SINGLE BOTTOM FRAMES DOUBLE RIVETED THROUGH SHELL AND FLOORS 22% REAR 19% SPACED 5 1/2 DIAM. APART.				
DOUBLE BOTTOM.			INNER BOTTOM PLATING.		
Floors, Depth and thickness at mid-line in Holds	✓		Breadth and thickness of Middle Line Strake	1760 x 14,5-12,5	✓
Height of Brackets at side above base line at toe of frame	✓		Thickness of remainder in Holds	130 ~ 11,5	✓
Middle Line Keelson, on Floors, Angles, [or [	✓		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?	YES	✓
" " Through Plate or Intercostal Plate	✓		BEAMS.		
" " Foundation Plate on Floors	✓		Uppermost Continuous Deck, amidships	300 90 13	✓
" " Flat Plate Keel Angles	✓		" " in Wells, [	280 90 13,5	✓
Side Keelsons, No. each side	✓		" " in way of Bridge, [	230 90 11	✓
" " thickness of Intercostal Plate	✓		" " [	300 90 13	✓
" " Angles	✓		" " Spacing	230 90 11 200 75 12,5 840	✓
DOUBLE BOTTOM.			Second Deck, amidships, [	300 90 13 280 90 14,5 230 90 12 840	✓
Solid Floors, thickness and spacing	11,5 1680/2520	✓	Spacing	840	✓
" " Are Frame and Reversed Frame joggled?	YES	✓	Third Deck, amidships, [	300 90 13 320 100 13,5 340 100 13 840	✓
Bracket Floors, breadth and thickness at middle line	950 x 11,5	✓	Spacing	840	✓
" " breadth and thickness at margin plate	950 x 11,5	✓	Fourth Deck, amidships, [	300 90 13	✓
			Spacing	840	✓
			Poop Deck, [	230 90 11 180 75 11 180 75-95-8 610 4 840	✓
			Spacing	840	✓
			Bridge Deck, [	280 90 12 230 90 13 230 90 11 840	✓
			Spacing	840	✓
			Forecastle Deck, [	200 75 12 200 75-10-9 610 x 680	✓
			Spacing	610 x 680	✓

W/IN CHIP

PILLARS OF HIGHER
TENSILE STRENGTH OF
55265 kg/cm²

~~LO~~ = IN WAY OF BREAK

FLAT PLATE KEEL	1410	24,5	22,5	24	DOUBLE	28	105	FOUR	28	112	LAPPED
„ DBLG. (if any)	2190	19,5	21,5	14,5	DOUBLE	25	93	FOUR	25	98	LAPPED
BOTTOM PLATING, No. of Strakes <i>FOUR</i>	2060	19,5	13,0	15,5	DOUBLE	25	93	FOUR	25	98	LAPPED
BILGE PLATING, No. of Strakes <i>ONE</i>	2070	19,5	13,0	15,5	DOUBLE	25	93	FOUR	25	98	LAPPED
SIDE PLATING, No. of Strakes <i>FOUR</i>	2200	19,9	12,5	12,5	DOUBLE	25	93	FOUR	25	98	LAPPED
UPPER DECK, Sheer-strake in Wells.....	1360	25,5	18	18	DOUBLE	28	105	2 x THREE	31	135	DOUBLE-STRAPPED
UPPER DECK, Sheer-strake in Bridge ...	1760	19,0	35	35	TREBLE	31	120	FIVE	31	135	LAPPED
STRAKE BELOW Sheer-strake in Wells.....	1700	22,5	15,5	15,0	DOUBLE	25	93	FOUR	25	98	LAPPED
STRAKE BELOW Sheer-strake in Bridge ...	1400	19,0	22,5	22,5	DOUBLE	25	93	FIVE	25	110	LAPPED
POOP SIDE PLATING	1070	17,5	20	20	SINGLE	19	78	ONE	19	68	LAPPED
BRIDGE SIDE PLATING ...	2220	17,5	20	20	TREBLE	31	120	FOUR	22	88	LAPPED
FOREC'TLE SIDE PLATING	1170	11	11	11	DOUBLE	25	93	ONE	19	68	LAPPED

FORGINGS and CASTINGS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks		7	5 130 x 65 x 8	760		
			775		NONE	
"	" Second "	7,5-8,5	140 x 7	760	} NONE	
"	" Third "	8,5-10	ELECTRICALLY WELDED	775		
"	" Holds	10-13,5	280 x 10	-		
			(300 x 14 IN WAY OF GIRDERS)		NONE	
COLLISION (in Hold)		8,5-12	250 x 90 x 10	500	ORLOPDECK AND	
			200 x 90 x 10	610	ONE PANTING STRINGER	
AFTER PEAK "		8,0-13	250 x 90 x 12	610	TUNNEL RECELS AND	
			200 x 90 x 12	720	SHIRT BEARING STOOL	
			170 x 75 x 9	720		

FRAME		Rudder	CASTG.	PLAN	SEL DORF- OBER- KASSEL
Speed of Vessel			16,0	KNOTS	
RUDDER-Type		"OERTZ" STREAM LINE RUDDER			
" A x D (METRIC)...		13,66 x ,97 = 13,25 ✓ on plan			
" Diam. of head		FORG. 290 ✓ BOHLING'S STEEL EISEN & STAHLWERKE 6 M. B. H. VÖLLKINGEN			
" Mainpiece at top pintle		CASTG. ✓ APPROVED PLAN DUISSELDORF			
" " heel ...		- - - - -			
" how constructed ...		AS PER APPROVED PLAN RIVETED AND PART A. G. ELECTRIC WELDED "WEIER"			
" double or single plate coupling, vertical or horizontal		DOUBLE PLATES 15 T. ✓ COUPLING HORIZONTAL 6 EIT. DIA. 2020			

Has the Steel been tested as required by the Rules? *Yes, By the Society's Surveyors.*

EQUIPMENT No 4922										LETTER F+	(CAST STEEL CHAIN CABLE)	ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 55.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
3295	1st Bower ...	88	2	6	-	-	-	62	15	0	0	90 : 0 : 0	STOCKLESS "GRUSON"	OTTO GRUSON	MAGDEBURG-28.12.38-N.S.
3296	2nd " ...	88	2	2	-	-	-	62	15	0	0	90 : 0 : 0	"	4 CO. MAGDE-	" -28.12.38-N.S.
3297	3rd " ...	88	3	18	-	-	-	62	15	0	0	177 : 2 : 0	"	BURG-BUCKAU	" -28.12.38-N.S.
	Collective weight.	265	3	26	-	-	-	-	-	-	-	259 : 2 : 0	-	-	-
3298	Stream	34	2	17	-	-	-	32	3	3	0	33 : 0 : 0	STOCKLESS "GRUSON"	- - -	MAGDEBURG-28.12.38-N.S.

CAST STEEL-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.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.					
0.6.	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.		Fathoms.	Ins.					
115	305	2 3/8	142	198	948	0	10	1040	0	0	300	2 3/8	OTTO GRUSON & CO. MAGDE- BURG-BUCKAU.	MAGDEBURG	22.3.39-N.S.TATE	TOWLINE... GALV. 6x61 WIRE	130	6"	100530	130	5 1/2"	
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	HAWSEERS & WARPS GALV. 6x24 WIRE	2x	3"	33900	100	2 3/4"	
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	2x	3"	33900	100	2 3/4"	
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	100	3"	33900	100	2 3/4"	
Stream Steel Wire	120	5 1/4"	"	KG6.	80660	"	"	"	120	5"	SPECIAL FLEXIBLE 6x61 GALV. STEEL	DRANTJEIL- WERKE G.M.B.H. WEIERMÜNDE.	WEIERMÜNDE	24.3.39. A.H.	"	"	"	"	"	"	"	"

STEERING GEAR, ~~Electrically~~ TWO INDEPENDENT E-MOTORS - GOOD

MADE BY ATLAS WERKE, BREMEN

Boats

STEED. BRIDGE - WOOD 21, 28 M³ - 78 PEEL

STEED. POOP - WOOD 10, 43 M³ - 38 PEEL

CEILING IN HOLDS, thickness and material

IN HOLDS NOS. 1, 2 & 5 - 63% PINE.

IN HOLD NO. 6 - NONE.

IN D.T. HOLDS NOS. 3 & 4 - 63% PINE ON BRIGGS.

CARGO HATCHWAYS. (Upper Deck)

RECTANGULAR - GOOD

Size of No. 1 Hatchway (Forward)

8850 x 6700

No. 2 10900 x 6700

No. 3 10.060 x 7320

No. 4 5020 x 7320

No. 5 10.120 x 6700

No. 6 9280 x 6200

Number of Shifting Beams

FORE AND AFTERS ARE NOT FITTED

N^o 1 = 4, N^o 2 = 5, N^o 3 = 5, N^o 4 = 2, N^o 5 = 5, N^o 6 = 4 - GOOD

NOTE: THE RULES SECT 20 SUBSECTION C

CLASSE 2a ARE COMPLIED WITH.

STEERING GEAR, Hand BLOCKS AND TACKLES - GOOD

WINDLASS ELECTRICALLY, MADE BY ATLAS WERKE, BREMEN

CARGO BATTENS, thickness, material and spacing

2" PINE CLEAR SPACING 7-9" - GOOD

THICKNESS OF HATCHES

NOS. 1 & 2 OF GALV. STEEL 7"

NOS. 3, 4, 5 AND 6 OF PINE 7 1/2" - GOOD

Builder's Signature

J. W. Wicks

Deutsche Schiff- und Maschinenbau Aktiengesellschaft

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel *MOTOR SHIP*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *VEGETABLE OIL IN DEEP TKS AND LATEX IN FORE PEAK TKS*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters and in every respect in conformity with the requirements of the Rules, Sect. 20A of the Rules for oil carried as cargo in deep tanks complied with. Where electric arc welding was applied, approved electrodes only have been used by well trained welders and the Requirements of the Rules for the application of electric arc welding to Ship Construction complied with. The workmanship is throughout of good quality and all steel materials used in the construction are made at works recognized by the Committee and tested in accordance with the Rules by the Society's Surveyors. All deep tanks, peak tanks, oil fuel bunkers, double bottom tanks and cofferdams have been filled with water (Deep tanks in each separate compartment and as a

P.T.O.

The amount of Entry Fee

RM : 220,-

--- FREIGHT FEE

RM : 400,-

Special Survey Fee

RM : 8625,-

HAMBURG, TRAV. EXPENSES

RM : 115,-

BREMEN, Travelling Expenses, if any

RM : 140,-

Fees applied for,

17.6.1939

Received by me,

20/7 1939

State whether the Vessel has been built under Special Survey

YES

Certificate to be sent to

BREMEN OFFICE

Date of issue

18/7/39

I am of opinion the Vessel should be Classed

* 100 A 1

CARRYING VEGETABLE OIL IN DEEP TANKS & LATEX IN FORE PEAK TANKS

Signature

A. Holte

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 30 JUN 1939

Character assigned

X

+ 100 A1

Carrying vegetable oil in Deep Tanks

& latex in fore peak tanks

Lloyd's Reg. CR.

Oil Eng

+ 2mc 639 CH

DB 71 LG 2020

208 (NT) 85 lb

Monte B...

Lloyd's Register Foundation

0042 2 1/2

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.)

combined tank) tested as prescribed by the Rules resp. Secretary's letters and found perfectly tight and good. The rudder has been examined when put under pressure of 1 kg/cm² and was found sound and tight and the workmanship good. The Anchors and Chain Cables (cut steel) have been examined when brought on board, compared with the corresponding certificates and were found in accordance with same complete and good. The general equipment has been examined and found in order. The freeboard marks as assigned by the Committee have been marked on vessel's sides, verified and cut in.

Attached: 7 Forging and Casting Certificate.
1 Copy of the Interims Certificate.
1 Plan of Midship Section as built.
16 Approved plans of the vessel as per special list.

The Bridge deck plating has been reinforced to 21.5 mm thickness owing to concentrated stresses during a ballast voyage with deep tanks and fuel oil bunkers amidships filled.

OVER ALL LENGTH OF THE VESSEL = 158,6 METRES. 1 = 520.3'

NOTE: The Echo Sounding Apparatus, made by Messrs. J. & W. of Bremen, has been examined while fitted on board and has been found in order. The Sanditurns mentioned in paragraph 1 of Circular No 1720 are complete with.

All W.T. bulkheads and the weather decks have been tested by hose and found tight. The W.T. door between M.R. and shaft tunnel has been examined and found in good working order and tight.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book — "CARRYING VEGETABLE OIL IN DEEP TANKS AND LATEX IN FORE PEAK TANKS" — "CRUISER UTEN" — "LLOYD'S A & C.P." —

VESSEL IS FITTED WITH: — "WIRELESS" — "DIRECTION FINDING APPARATUS" — "ECHO SOUNDING APPARATUS" —

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

1st Bower	HEAD = 58:3:0 NS 2124 - 20.12.38; CHANK = 23:3:19 - NS 2128 - 20.12.38.
2nd "	" = 59:0:3 - NS 2125 - 20.12.38; " = 23:3:15 - NS 2129 - 20.12.38.
3rd "	" = 59:0:18 - NS 2126 - 20.12.38; " = 23:2:25 - NS 2130 - 20.12.38.
STOCKLEN STREAM ANCHOR	" = 23:1:16 - NS 2127 - 20.12.38; " = 9:0:6 - NS 2131 - 20.12.38.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 42,31 ft., R.Q.D. ft., Bridge 192,95 ft., Forecastle 56,34 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated POOP & FORECASTLE ARE NOT JOINED TO THE B.D.

3 DKS 4TH DK in NOS 1 & 4 HOLDS.

No. and Material of Decks 2 DECKS, STL.; 3RD DECK IN CARGO HOLDS; 4TH DECK (ORLOP DK.) IN NO 1 HOLD AND NO 4 HOLD (D.T.).

Official No. 5989 ; Signal Letters P F C F

Is bottom of vessel coated with cement YES, ALL WATER COMPARTMENTS

PARTICULARS OF COMPOSITIONS VIZ.: DOUBLE BOTTOM TANKS NOS 1, 3, 4, 7, 8 AND AFTER PEAK TANK CEMENTED & ALL BILGE CEMENTED. (OIL FUEL DOUBLE BOTTOM TANKS NOS 2, 5, 6 AND THE FORE PEAK TANKS (LATEX) ARE NOT COATED.)

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
AT FRAMES	Feet.	Tons.	AT FRAMES	Feet.	Tons.
Double bottom, aft, Tr 7 (B.W.) + 8 (F.W.) 56/71, 37/55	91,0	295	Fore peak tank, 2 COMPARTMENTS (LATEX) 178-STEM	24,6	117
Double bottom, under Engines and Boilers,	"	"	After peak tank, (B.W.) 0-11	23,0	155
Double bottom, if under Engines only, Tr 5 + 6 (O.F.) 74/85	63,4	263	Deep tank, aft, (VEGETABLE OIL) III 56-71	41,3	1860
Double bottom, if under Boilers only,	"	"	Deep tanks forward, " I & II 109/120, 96/109	66,2	3164
Double bottom, forward, Tr 1 (F.W.) 2 (O.F.) 3 & 4 (B.W.) 147-176; 121-146; 109/120, 96/109	198,7	634	Other tanks, if fitted, (OIL FUEL DEEP TANK) AFT 23-36	35,8	371
Total capacity of double bottom	1192		(If necessary, furnish further information by sketch.)		

+ Cofferdams = 162. Length 373'. The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 84

Date 5th AUGUST 1937

Dates of Surveys held while building

MAY 24, JUNE 14, 17, JULY 9, 14, AUG. 2, 11, 15, 23, 26; SEPT. 1, 9, 16, 20, 26; OCT. 8, 11, 13, 15, 18, 20, 22, 25, 27, 29; NOV. 1, 2, 4, 7, 9, 11, 14, 17, 19, 22, 23, 26, 29, 30; DEC. 2, 6, 8, 10, 13, 15, 20, 22, 23, 27, 29, JAN. 3, 5, 6, 11, 14, 17, 18, 19, 20, 23, 25, 27, 28, 30; FEB. 1, 3, 4, 6, 9, 10, 11, 13, 15, 17, 18, 21, 22, 28; MARCH 1, 3, 6, 7, 8, 9, 10, 11, 13, 16, 17, 18, 20, 22, 23, 24, 27, 28, 31; APRIL 1, 4, 11, 13, 15, 19, 24, 28; MAY 2, 4, 6, 10, 12, 17, 20, 22, 23, 24, 25, 26, 30; JUNE 1, 2, 3, 5 & 7

Total No. of Visits 123