

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office 20 MAR 1931

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 *10th March 1931* Port of *Rotterdam* No. *20165*Survey held at *Schiedam* Date First Survey *17th April 1930* Last Survey *4th March 1931*On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *Steel hull screw motorvessel, ALDEGONDA*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling* State Type of Erections *Forecastle bulk and poop*TONNAGE under Tonnage Deck... *1395.69* CLASS *F 100 A1* State if with freeboard as condition of Class ☒ Built at *Schiedam*Do. of space or spaces between Tonnage Dk. and Upper Dk. *2* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 260* Breadth (greatest moulded) *B 48*Total Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 14.75* Builders *N.V. Werf Gusto v/h. Firma A. P. J. Smulders* Owners *Nederlandsche Indische Tank Stoomboot Mij.*Gross Tonnage *2087.97* 1st Longitudinal Number (L x D) = *3835* Managers *"* (Where necessary to be entered in Reg. Book.)Register Tonnage *1031.20* 2nd Numeral L x (B + D) = *16315* Residence *S' Gravenhage*REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *11.51* Port of Registry *"*Length *260.44* Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.51* If surveyed while building, afloat, or in dry dockBreadth *48.125* Do. Long Bridge to top of keel *13' 6 1/2"* BuildingDepth *15.02* Draught Moulded *13' 6 1/2"*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	660		Bracket Floors, Frame	✓	
" " from 1/2 length to Collision bulkhead	✓		" " Reversed Frame	✓	
" " in peaks	610		" " Vertical Struts	✓	
DE FRAMING. <i>For longitudinal framing in bottom and at deck see separate slip.</i>			Centre Girder, depth and thickness amidships	880 10	
Frame Amidships, Angle, <i>E</i> or <i>F</i>	230 90 10		" " top Angles	75 75 9 1/2	
" " Extends up to <i>upper deck</i>			" " bottom Angles	90 90 10	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	3 11	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	<i>Straight 9</i>	
Depth of Framing Girder	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>	150 75 9 1/2		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	✓	
" " Second 'tween Decks, Angle, <i>E</i> or <i>F</i>	165 75 9		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Third " " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
Framing in Peaks, Angle or <i>E</i>	150 75 8		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>As per approved plan</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 4 1/2" and as approved		INNER BOTTOM PLATING.		
State if Frame Joggled	no		Breadth and thickness of Middle Line Strake	1550 x 9	
ANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Well framed and plating stringers as approved.</i>		Thickness of remainder in Holds	<i>as per special approved plan</i>	
TRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double riveted frames with 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?	✓	
INGLE BOTTOM. <i>forward</i>			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	660 9		Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>F</i>	150 75 8	
Height of Brackets at side above base line at toe of frame	<i>Level on top</i>		" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>Transverse see table</i>	
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>	✓		Spacing	660	
" " Through Plate or Interstitial Plate	660 9 1/2		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	✓	
" " Foundation Plate on Floors	610 11		Spacing		
" " Flat Plate Keel Angles	90 90 11		Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	✓	
Side Keelsons, No. each side	<i>As per</i>		Spacing		
" " thickness of Intercostal Plate	9		Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	✓	
" " Angles	230 90 10		Spacing		
DOUBLE BOTTOM. <i>aft.</i>			Poop Deck, Angle, <i>E</i> or <i>F</i>	150 75 9	
Solid Floors, thickness and spacing	8 x 9 1/2 660		Spacing	660 x 610	
" " Are Frame and Reversed Frame joggled?	no		Bridge Deck, Angle, <i>E</i> or <i>F</i>	✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing		
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, <i>E</i> or <i>F</i>	200 75 10	
			Spacing	660 x 610	



# 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.	
	m/m				m/m			
<b>PILLARS, No. of Rows.....</b>	<i>Steel bulkheads</i>				Stringer Plate, breadth and thickness in way of Bridge		✓	
„ in 'tween Decks, Size and Spacing.....	<i>poop and Forecastle</i>				Thickness of Plating abreast Deck openings in way of Wells		✓	
„ „ „ „ „	<i>Cargo tanks.</i>				Thickness of Plating abreast Deck openings in way of Bridge		✓	
„ in <del>Holds</del> „ „	<i>II 240 85 9 1/2</i>				Thickness of Plating within line of openings...		✓	
„ „ „ „ „					If Sheathed, material and thickness		✓	
<b>Centre Line Bulkhead.</b>	<i>150 75 8 1/2 on bulk.</i>				<b>Third Deck.</b>			
Stiffeners and Spacing.....	<i>230 90 11 and 250 x 90 x 11</i>				Stringer Plate, breadth and thickness.....		✓	
Plating, thickness of .....	<i>In way of wells 240 x 85 x 9 1/2 660 distance.</i>				If Plated, state thickness.....		✓	
<b>STRINGERS AND DECKS.</b>					<b>Fourth Deck.</b>			
<b>Uppermost Continuous Deck.</b>					Stringer Plate, breadth and thickness.....		✓	
Stringer Plate, breadth and thickness in Wells	<i>1250 10 1/2</i>				If Plated, state thickness .....		✓	
„ „ „ „ in way of Bridge	✓				<b>Poop Deck.</b>			
„ Angle in Wells .....	<i>130 130 11</i>		<i>12</i>		Stringer Plate, breadth and thickness .....		<i>1080 7 1/2</i>	
Thickness of Plating abreast Deck openings in way of Wells .....	<i>Doubling 10 1/2</i>				Plating, Sheathing, material and thickness ...		<i>8-7 1/2 6 1/2 Steel</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....	✓				<b>Trunk Bridge Deck.</b>			
Thickness of Plating within line of openings...	<i>10 1/2</i>				Stringer Plate, breadth and thickness.....		✓	
If Sheathed, material and thickness .....	✓				Plating, Sheathing, material and thickness		<i>Steel 16-15</i>	
<b>Second Deck.</b>					<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells...	✓				Stringer Plate, breadth and thickness...		<i>straight 8</i>	
					Plating, Sheathing, material and thickness		<i>Steel 6 1/2 Oak 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.		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 .....	1070	15½	12½	12½		Double	7/8	3½	III / III	7/8	3½	Lapped
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes ..4.....	1616 1766 1619 1612	11	9½	9½		„	¾	2 5/8	III / II	¾	2 5/8	„
BILGE PLATING, No. of Strakes .....	1562	11	9½	9½		„	¾	2 5/8	III / II	¾	2 5/8	„
SIDE PLATING, No. of Strakes .....												
UPPER DECK, Sheer-strake in Wells.....	1892	11	9½	9½		„	¾	2 5/8	III / II	¾	2 5/8	„
UPPER DECK, Sheer-strake in Bridge ...			9½	9½								
STRAKE BELOW Sheer-strake in Wells.....	1960	11	9½	9½		„	¾	2 5/8	III / II	¾	2 5/8	„
STRAKE BELOW Sheer-strake in Bridge ...	at break 13											
POOP SIDE PLATING .....			10½-8			Single	¾	3	II	¾	2 5/8	„
BRIDGE SIDE PLATING ...												
FORECASTLE SIDE PLATING			9.25			Single	¾	3	II	¾	2 5/8	„

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	<i>9 in all as per plan</i>
Extending to Upper Deck (Sec. 3 c)	<i>9</i>
" Deck next below	<i>"</i>
As per Rule	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" " Second "					
" " Third "					
" " Holds					
COLLISION " (in Hold)					
AFTER PEAK "					

## 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 180 x 42 Builders</i>
STERN FRAME				<i>Forged</i>
Propeller Post				
Rudder				<i>180 x 55 Messrs Werkspoor</i>
RUDDER—A x D				<i>272 Amsterdam</i>
Speed of Vessel				<i>10 knots</i>
RUDDER mainpiece at head				<i>Forged 240 Messrs Werkspoor</i>
" " heel				<i>185 Amsterdam</i>
" how constructed				<i>Single plate arms shrouded on to mainpiece</i>
" double or single plate				<i>" 27 m/m</i>
" coupling, vertical or horizontal				<i>Horizontal</i>

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	<i>Guthrie &amp; Co. Ltd. Oberhausen; David Colville &amp; Co. Ltd. Glasgow; Vereinigte Stahlwerke Dortmund Union; Has the Steel been tested as required by the Rules? Yes.</i>



## CHAIN CABLES.

## HAWSERS AND WARPS.

Steering Gear, Steam *Yes direct acting* Steering Gear, Hand *Yes*  
Boats *2 lifeboats* Steering Chains, Size and Test *✓* Windlass *Twin Steam operated*  
Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*  
Cargo Hatchways.—(Upper Deck) *✓* Thickness of Hatches *✓*  
Size of No. 1 Hatchway (Forward) *✓* No. 2 No. 3 No. 4 No. 5 No. 6  
Number of Shifting Beams and/or Fore and Afters

N.V. WERF GUSTO  
v/h Fa. A.F. SMULDER *[Signature]* X  
Het Lid v. d. Raad van Ebeer *Builder's 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.....✓..... The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.*

The workmanship was found good and the vessel has been built in accordance with the approved plans and Secretary letters M 6/1; 7/1; 17/1; 28/1; 18/2; 4/2; 1930; and Rotterdam letters 13/2; 14/2; 25/2; 25/4; 1/5; 1930. respecting this case and in general conformity with the Society Rules.

Cargo tanks, wing tanks, fuel tanks, cofferdams, fore and after peak tanks, bottom tanks in motor space have been tested with a head of water as required by the rules and found sound and tight.

Deckboard verified and marking cut in the vessels sides.

Forging certificates enclosed herewith.

The amount of Entry Fee .....	72.00 ✓	Fees applied for, 14/3 1938
Special Survey Fee.....	3221.00 ✓	Received by me, 25.3.31
Freeboard	72.00	
Travelling Expenses, if any	75.00	

I am of opinion the Vessel should be Classed † 100 A1  
*carrying petroleum in bulk.*

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

Signature R. C. Cresswell R. Cresswell  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Rotterdam Date of issue Supervisors

complete cert  
issued 6/5/31.

### Committee's Minute

JUN 81 MAR '93

*Character assigned*

+ 100A1

## Carrying Petrol. in Bulk

+ L. Mc. 3, 31

Oil Eng. N.B. 150 lb. C.L.

Lloyd's A. & C. P.

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Lloyd's Register  
Foundation



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be embodied.)

The following plans have been approved for this vessel, copies of which are being retained in the London Office for record.

Midship section, profile and decks

M. 6/1-1930

Bottom longitudinal bracket attachment

" 8/1-1930

Riveting list.

" 7/1-1930

Proposal for turning the bulk angle at the bilge.

" 17/1-1930

Transverse floors to the centre girder clear of the pillars.

" 20/1-1930

Profile and decks

" 18/2-1930

Arrangements at the after end.

" 24/2-1930

Approved in Rotterdam

Amended plan midship section, plating longitudinal bulkhead.

13/2-1930

Plan of airtight bulkhead.

14/2-1930

Plan of stem frame, keel, propeller brackets.

25/2-1930

Plan of double bottom engine seating.

23/4-1930

Plan of after end and framing in way of same

1/5-1930

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

1st Bower 24 Cwt - 1 Qr - 27 lbs LR N° 4813 Antwerp 26/9-30 H.B. Rogers  
2nd " 24 Cwt - 1 Qr - 7 lbs LR N° 4818 " 26/9-30 " " "  
3rd " 24 Cwt - 1 Qr - 17 lbs LR N° 4812 " 26/9-30 " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23.6 ft., R.Q.D. " ft., Bridge " ft., Forecastle 46.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *munk*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *One steel deck.*

Official No. ; Signal Letters Is bottom of Vessel coated with cement *not in* if not give particulars of composition *Partly cement and bitumastic.* *cargo tanks.*

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	16.2	27
Double bottom, under Engines and Boilers,			After peak tank,	18.58	107
Double bottom, if under Engines only,	47.7	81	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted, <i>Oil fuel bunker</i>	8.67	230
			(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. 495

Date 2/3-1930

Dates of Surveys held while building

17/4; 6-19/5; 6-17-19/6; 12-19-25-28/7; 1-12/8; 8-19-23-26-30/9; 7-24-29/10; 1-10-12-13-20-24-28/11; 3-9-11-13-16-18-20-23-30-31/12; 1930  
3-12-20-27/1; 9-16-18-23/2; 4/3; 1931.

Total No. of Visits 46.



Rp. 1\*.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.	
Spacing of L, L or C .....																			
Plating in Bridge 'tween Decks ...																			
Plating from Uppermost Continuous Deck No. 1																			
" 2																			
" 3																			
" 4																			
" 5																			
" 6																			
" 7																			
" 8																			
" 9																			
" 10																			
" 11																			
" 12																			
" 13																			
" 14																			
" 15																			
" 16																			
Spacing of Longitudinal Frames																			
Amidships																			
At Ends																			
Tank Top Longitudinals																			
Bottom																			
Spacing of Longitudinals																			
Amidships																			
At Ends																			
Transverses.																			
Bridge																			
Between Decks																			
Depth and Thickness																			
Face Angles																			
Lugs to Shell*																			
In																			
Between Decks.																			
Depth and Thickness																			
Face Angles																			
Lugs to Shell*																			
Depth and Thickness																			
Face Angles																			
Lugs to Shell*																			
Back Bars																			
Brackets																			
Capacity of Transverse Frames																			
State if joggled or liners.																			
Longitudinal Beams of L or E																			
Bridge Deck																			
Upper																			
Second																			
Third																			

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.