

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office THU 10 OCT 1918

State if Report is also sent on the Machinery of the Vessel *Yes.*

Date of completion of report *24th September 1918* Port of *Rotterdam*
Survey held at *Rotterdam* Date, First Survey *21st April 16* Last Survey *21st September 1918*

On the (State if Single, Twin, or Triple Screw)

Steel Screw Sm. G. Jeleboel

Rig *2. Twin mast.*

TONNAGE under
Tonnage Deck...

CLASS

100A.1.

FEET.

Master

J. H. Bouman

Year of appointment

(1) As Master in service of
owner of present vessel—191
(2) As Master of this
vessel—1918

4877.11
194.26
99.36
584.84
4.64
5760.21
230.05
5530.16
1843.27
51.60

Breadth (greatest moulded) *54.*
Depth, at middle of length from top of keel to top of upper deck beams at side *30.*
Transverse Number *84.*
Length on deck from fore part of stem to after part of stern post *420.*
Longitudinal Number *35280.*
Depth "d," at middle of length (See Secs. 2 & 13) *18.58*
Proportions—Depths to Length—Upper Deck Beam at side to top of keel *14.*
Long Bridge Deck Beam at side to top of keel *11.12.*

Built at

Rotterdam.

When built

1914-18 Launched 15th Aug. 17.

By whom built

Maak. voor Scheeps en Werkingen van Fyrmad Java. China Japan Nijm

Owners

Managers

(Where necessary to be entered in Book.)

Residence *Batavia*

Port belonging to

Batavia

Destined Voyage *Amsterdam*

If Surveyed while Building, Afloat, or in Dry Dock *Building.*

Length *420.3* breadth *54.3* depth *27.5*
Moulded depth, ft. *37* ins. *9.* To Bridge Dk. Round of Upper Dk. Beam, Actual *13 1/2* ins.
Moulded depth, ft. *30* ins. *0.* To Upper Dk. Dk. Beam, Actual *12.*

FRAMING.		Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
Angles, or Bars amidships	<i>See plan.</i>	<i>8.</i>	<i>3 1/2</i>	<i>48.</i>	<i>8</i>	<i>3 1/2</i>	<i>48.</i>
peaks		<i>9.</i>	<i>4</i>	<i>51.</i>	<i>9</i>	<i>4</i>	<i>51.</i>
way of Double Bottoms at Solid Floors		<i>3 1/2</i>	<i>3 1/2</i>	<i>43</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>43.</i>
at intermdt. Bkts.							
of Frames from centre to centre amidships		<i>34 1/2</i>		<i>34 1/2</i>			
from #		<i>26</i>		<i>26</i>			
length to Collision bulkhead		<i>24.</i>		<i>24.</i>			
in peaks.							
SED FRAME, Angles		<i>3 1/2</i>	<i>3 1/2</i>	<i>43.</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>43.</i>
way of Double Bottoms at Solid Floors		<i>3 1/2</i>	<i>3 1/2</i>	<i>43.</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>43.</i>
at intermdt. Bkts.							
NG, depth of girder	<i>2 frames as above</i>						
S, depth and thickness of Floor Plate	<i>at mid-line for # length amidships</i>						
way of Engine and Boiler Spaces	<i>at mid-line for # length amidships</i>						
thickness at the ends of vessel	<i>at mid-line for # length amidships</i>						
depth at 1/2 the half breadth, as per Rule							
eight extended at the Bilges							
IS in Cell. Double Bottoms		<i>44.</i>	<i>43.39</i>	<i>44</i>	<i>43.39</i>		
state if flanged (top & bottom)	<i>not flanged</i>						
Spacing of Solid floors		<i>34 1/2</i>	<i>26.24.</i>	<i>34 1/2</i>	<i>26.24.</i>		
BE GIRDER, in Dbl. bottom, dpth. & thcknss		<i>44.</i>	<i>52.42</i>		<i>52.42</i>		
Angles, Top		<i>3 1/2</i>	<i>3 1/2</i>	<i>52</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>52.</i>
Bottom		<i>4 1/2</i>	<i>4 1/2</i>	<i>60</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>60</i>
to Floors		<i>3 1/2</i>	<i>3 1/2</i>	<i>42.40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42.40</i>
Brackets at intermdt. frmg., wdth & thcknss		<i>Zero.</i>	<i>40.36</i>	<i>2.</i>	<i>40.36</i>		
GIRDERS, number on each side & thickness	<i>not flanged</i>						
state if flanged (top and bottom)		<i>3 1/2</i>	<i>3 1/2</i>	<i>43.</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>43.</i>
Angles (top and bottom)		<i>3</i>	<i>3</i>	<i>40</i>	<i>3</i>	<i>3</i>	<i>40.</i>
to Floors		<i>39 1/2</i>	<i>51.</i>	<i>39 1/2</i>	<i>51.</i>		
IN PLATE, depth (exclusive of flange)		<i>4</i>	<i>4</i>	<i>48</i>	<i>4</i>	<i>4</i>	<i>48</i>
and thickness		<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>
Angle to Outside Plating							
Floors							
Brackets at intermdt. frmg., wdth & thcknss							
Height of Outside Brackets above at bilge		<i>26"</i>		<i>26"</i>			
BOTTOM PLATING, breadth and thickness of Middle Line Strake		<i>64.</i>	<i>52.42</i>	<i>60</i>	<i>52.42</i>		
in Engine and Boiler space		<i>52</i>	<i>44.56</i>		<i>44.56</i>		
Remainder in Holds		<i>44.40</i>		<i>44.40</i>			
S, Upper Deck, Single Angle, Bulb		<i>8 5/8</i>	<i>3.</i>	<i>48</i>	<i>8 5/8</i>	<i>3.</i>	<i>48</i>
Angle, Plate, Tee Bulb, or Channel		<i>8 5/8</i>	<i>3.</i>	<i>42</i>	<i>8 5/8</i>	<i>3.</i>	<i>42</i>
In way of Long Bridge							
Spacing		<i>34 1/2</i>	<i>26.24</i>	<i>34 1/2</i>	<i>26.24</i>		
S, Second Deck, Single Angle, Bulb		<i>9.</i>	<i>3 1/2</i>	<i>56</i>	<i>9.</i>	<i>3 1/2</i>	<i>56</i>
Angle, Plate, Tee Bulb, or Channel		<i>8 1/2</i>	<i>3.</i>	<i>46</i>	<i>8 1/2</i>	<i>3.</i>	<i>46</i>
Spacing		<i>34 1/2</i>	<i>26.24</i>	<i>34 1/2</i>	<i>26.24</i>		
AMS, Third and Fourth Deck, Single Angle, Bulb		<i>10</i>	<i>3 1/2</i>	<i>60</i>	<i>10</i>	<i>3 1/2</i>	<i>60</i>
Angle, Plate, Tee Bulb, or Channel		<i>9 1/2</i>	<i>3.</i>	<i>52</i>	<i>9 1/2</i>	<i>3.</i>	<i>52</i>
Angles on upper edge							
Spacing		<i>34 1/2</i>	<i>26.24</i>	<i>34 1/2</i>	<i>26.24</i>		
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		<i>7 1/2</i>	<i>3.</i>	<i>44</i>	<i>7 1/2</i>	<i>3.</i>	<i>44</i>
Angles on upper edge							
Spacing		<i>34 1/2</i>	<i>26.24</i>	<i>34 1/2</i>	<i>26.24</i>		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		<i>220</i>	<i>12.</i>	<i>220</i>	<i>12.</i>		
Angles on upper edge		<i>200</i>	<i>12.</i>	<i>200</i>	<i>12.</i>		
Spacing		<i>34 1/2</i>	<i>26.24</i>	<i>34 1/2</i>	<i>26.24</i>		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		<i>8</i>	<i>3.</i>	<i>42</i>	<i>8</i>	<i>3.</i>	<i>42</i>
Angles on upper edge							
Spacing		<i>26 to 24</i>		<i>26 to 24</i>			

PILLARS.		Inches Size in Ship	Inches Spacing in Ship	Inches in Ship	Inches per Rule, Or as Approved.	Inches per Rule, per Rule Approved.
PILLARS	In 'tween Deck, size and spacing					
"	" Hold					
"	Quarter 'tween Dks.,					
"	in Hold					
Below 2nd and 3rd Dk. from 4 to 14 5/8						
KEELSONS & STRINGERS.		Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule, Or as Approved.	Inches per Rule, per Rule Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
"	Rider Plate.....					
"	Flat Plate Keel Angles					
"	Horizontal Plates on Floors					
"	Angles or Bulb Angles					
SIDE KEELSONS, Number						
"	Angles or Bulb Angles					
"	Plate above floors, for					
"	Intercoastal Plate, for					
"	Attached to outside Plating with Angle					
BILGE KEELSON, Angles						
"	Intercoastal Plate for					
"	Attached to outside Plating with Angle					
SIDE STRINGERS, Number						
"	" Angle					
"	Intercoastal Plate, for					
"	Attached to outside plating with Angle.....					
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)		62	86	62	86	
"	" " " br'dth & thickness (in way of Bridge)	62	48	62	48	
"	" " " Angle (clear of Bridge) ..	5x5	70	5x5	70	
"	" " Tie Plate at sides of Hatchways.....					
"	Deck. * Iron or Steel, for whole lng.	50	46.34	46.34		
"	" " Thickness (clear of Bridge)	50	46.34	46.34		
"	" " " (in way of Bridge)	46				
"	Wood Deck, Material & thickness	Teak in well	25 8	25 8		
Second Deck Stringer Plate, br'dth & thickness (clear of Bridge)		48	48	48	48	
"	Angles on ditto, No. to frame & shell	3 1/2 x 3 1/2	48	3 1/2 x 3 1/2	48	
"	Tie Plates outside Hatchways					
"	Deck. * Iron or Steel, for whole lng.	38.36.30		38.36.30		
"	Wood Deck, Material & thickness	Teak				
Third Deck Stringer Plate, br'dth & thickness (clear of Bridge)		48	44	48	44	
"	Angles on ditto, No. to frame & shell	3 1/2 x 3 1/2	48	3 1/2 x 3 1/2	48	
"	Tie Plates, outside Hatchways	32	44	32	44	
"	Deck. * Material and thickness	In Hatchway	3	3		
Fourth and Fifth Deck Stringer Plate, br'dth & thickness (clear of Bridge)						
"	" " " Angles on ditto, No.					
"	" " " Tie Plates outside Hatchways					
"	" " " Deck, Material & thickness					
Poop Deck Stringer Plate, breadth & thickness (clear of Bridge)		36	36	36	36	
"	Angle on ditto	3 1/2 x 3 1/2	36	3 1/2 x 3 1/2	36	
"	Tie Plates	30		30		
"	Deck, Material and thickness	Teak	25 8	25 8		
Bridge Deck Stringer Plate, br'dth & thickness (clear of Bridge)		58	58	58	58	
"	Angle on ditto	5x5	60	5x5	60	
"	Tie Plates	50.46.42		50.46.42		
"	Deck, Material and thickness	Teak	25 8	25 8		
Forecastle Deck Stringer Plate, br'dth & thickness (clear of Bridge)		36	36	36	36	
"	Angle on ditto	3 1/2 x 3 1/2	36	3 1/2 x 3 1/2	36	
"	Tie Plates	36		36		
"	Deck, Material and thickness	Teak	25 8	25 8		
* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.						

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 58.2 ft., R.Q.D. r. ft., Bridge 251.5 ft., Forecastle 55. ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *The Poop is not joined to Bridge Deck.*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *2 Dks. upper Dk steel teak wood & heated. 3 tier of beams in 1-3-4*
 Official No. ; Signal Letters State if Machinery is fitted aft *No.*
 How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cell. Dtm.*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>Ball. Behn. 45-46 incl.</i>	135.25	380.	Fore peak tank,	24'	82.
Double bottom, under Engines and Boilers,			After peak tank,	10'	13.
Double bottom, if under Engines only, <i>well behn.</i>	23.	88.	Deep tank, aft, <i>See plan.</i>	23'	914.
Double bottom, if under Boilers only, <i>well behn.</i>	14.4.	55.	Deep tank, forward, <i>Oil fuel tanks. forward. See plan</i>		
Double bottom, forward,	180.0.	582.	Other tanks, if fitted, <i>Centre and 2. Sides total =</i>		606.
	Total capacity of double bottom	1105.	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. *Yes. and found tight.*

Order for Special Survey No. 492.

Date 9/11-15.

No. 244 in builder's yard.

DATE OF SURVEYS held while building

21/4-18-22-25/5-29/6-5-8/7-7/8-15-28/9-4-19-30/10-17/11-13-21/12-1916
 10-18/1-2-8-14-20-28/2-29/3-13/4-2-14-16-30/5-7-16-21-23-28/6-3-5-10-16-18-24-30
 3-8-11-15/8-1/9-3-10-25-29/10-7-17-23-30/11-8/12-1917
 9-24/1-2-20/2-14-23/3-9/4-6/6-9-11-12-15/7-30/8-14-17-20-21/9-1918

Total No. of Visits 42.

Surveyor's Signature

P. J. Reuvenburg

Lloyd's Register Foundation