

STEEL ~~STEAMER~~ or MOTORSHIP.

-5 JUN 1931

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 *29th of May 1931.*Port of *Rotterdam*No. *20352*Survey held at *Rotterdam*Date First Survey *25th of April 1930*Last Survey *27th of May*

1931.

On the *(State if Machinery fitted Aft and* *Steel twin screw Motorvessel "A POLLONIA" Machinery fitted aft.*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Full Scantling.*State Type of Erections *Forecastle hulk & poop.*TONNAGE under *1395.69*CLASS *100 A 1.*State if with freeboard *without.*Built at *Rotterdam*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

The tonnage measurement will be completed at Amsterdam.

Length from fore part of stem to after part of stern post on summer I.W.L. See Sec. 3 (1a)

L *260.*Launched *27th of May 1931.* Yard No. *202.*

Total

Breadth (greatest moulded)

B *48.*Builders *R.V. Werf v/h Rijkse & Co*

Gross Tonnage

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*Owners *Nederlandsch Indische Tank- & Stoomboot Maatschappij.*

Register Tonnage

1st Longitudinal Number (L x D) = *3835.*Managers *r*

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

2nd Numeral L x (B + D) = *16315.*Residence *'s Gravenhage.*

REGISTERED DIMENSIONS.

FEET.

Length *260.42*

Framing Depth "d," at middle of length. See Sec. 3 (1d)

*11.51*Port of Registry *'s Gravenhage.*Breadth *48.12*

Proportions—Depth to Length—Uppermost continuous deck to top of keel

11.51

If surveyed while building, afloat, or in dry dock

Depth *15.02*

Do. Long Bridge to top of keel

Draught Moulded *13'-6 1/2"**Building.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. m/m	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. m/m	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>660</i>		Bracket Floors, Frame	<i>r</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>r</i>		" " Reversed Frame	<i>r</i>	
" " in peaks	<i>610</i>		" " Vertical Struts	<i>r</i>	
For longitudinal framing in bottom and at deck see separate slip			Centre Girder, depth and thickness amidships	<i>880 x 10</i>	
SIDE FRAMING.			" " top Angles	<i>75 75 9.5</i>	
Frame Amidships, Angle, <i>E or C</i>	<i>BA 230 90 10</i>		" " bottom Angles	<i>90 90 10</i>	
" " Extends up to	<i>upperdeck.</i>		Side Girders, No. each side and thickness	<i>three 11- 7.5</i>	
Reversed Frame Amidships, Angle	<i>r</i>		Margin Plate depth (excl. of flange) and thickness	<i>straight 9</i>	
" " Extends up to	<i>r</i>		" " Vertical Angle to Tank side	<i>r</i>	
Depth of Framing Girder	<i>r</i>		Bracket abaft $\frac{1}{2}$ len. from stem	<i>r</i>	
Frames in <i>motor space</i> Uppermost Continuous Deck, Angle, <i>E or C</i>	<i>150 75 9.5</i>		" " Vertical Angle to Tank side	<i>r</i>	
" " <i>forehold</i> Second Green Deck, Angle, <i>E or C</i>	<i>165 75 9</i>		Bracket forward $\frac{1}{2}$ len. from stem	<i>r</i>	
" " Third " " " "			Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>r</i>	
Framing in Peaks, Angle, <i>E or C</i>	<i>150 75 8</i>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>r</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4" - 4 1/2"</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>as per approved plan.</i>	
State if Frame Joggled	<i>not joggled</i>		INNER BOTTOM PLATING.		
ANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Webframes and panting stringers as approved.</i>		Breadth and thickness of Middle Line Strake	<i>1550 x 9</i>	
TRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double webbed frames with intercostals as approved.</i>		Thickness of remainder in Holds	<i>r</i>	
ANGLE BOTTOM. <i>forward</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>as per specially approved plan.</i>	
Floors, Depth and thickness at mid-line in Holds	<i>660 x 9</i>		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>level on top.</i>		Uppermost Continuous Deck, amidships	<i>150 75 8</i>	
Middle Line Keelson, on Floors, Angles, <i>E or C</i>	<i>r</i>		" " in Wells, Angle, <i>E or C</i>	<i>Trunk deck see separate slip.</i>	
" " Through Plate <i>or</i> <i>Intercoastal Plate</i>	<i>660 x 9.5</i>		" " in way of Bridge, Angle, <i>E or C</i>		
" " Foundation Plate on Floors	<i>610 x 11</i>		Spacing	<i>660</i>	
" " Flat Plate Keel Angles	<i>90 90 11</i>		Second Deck, amidships, Angle, <i>E or C</i>	<i>r</i>	
Side Keelsons, No. each side	<i>two</i>		Spacing		
" " thickness of Intercostal Plate	<i>9</i>		Third Deck, amidships, Angle, <i>E or C</i>	<i>r</i>	
" " Angles	<i>L 130 90 10</i>		Spacing		
DOUBLE BOTTOM. <i>aft.</i>			Fourth Deck, amidships, Angle, <i>E or C</i>	<i>r</i>	
Solid Floors, thickness and spacing	<i>8- 9.5 660</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>not joggled</i>		Poop Deck, Angle, <i>E or C</i>	<i>150 75 9</i>	
Bracket Floors, breadth and thickness at middle line	<i>r</i>		Spacing	<i>660 x 610</i>	
" " breadth and thickness at margin plate	<i>r</i>		Bridge Deck, Angle, <i>E or C</i>	<i>r</i>	
			Spacing		
			Forecastle Deck, Angle, <i>E or C</i>	<i>200 75 10</i>	
			Spacing	<i>660 x 610</i>	

[illegible]

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if Joggled <i>not joggled</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. <i>7/16</i>	Thickness. <i>7/16</i>	Thickness. <i>7/16</i>	Thickness. <i>7/16</i>			Diam.	Spacing cr. to cr. <i>inches.</i>		Diam.	Spacing cr. to cr. <i>inches.</i>	
FLAT PLATE KEEL	1070	15.5	12.5	12.5		Double	7/8	3 1/2	four to three	7/8	3 1/2	lapped.
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes	1610 1750 1610 1610	11.	10.	9.5		Double	3/4	2 5/8	three to two	3/4	2 5/8	lapped.
BILGE PLATING, No. of Strakes	1600	11.	10.	10.		Double	3/4	2 5/8	three to two	3/4	2 5/8	lapped.
SIDE PLATING, No. of Strakes	✓											
UPPER DECK, Sheer- strake in Wells.....	1980	11.	9.5	9.5		—	—	—	three to two	3/4	2 5/8	lapped.
UPPER DECK, Sheer- strake in Bridge ... <i>at Bulk</i>	✓	13.										
STRAKE BELOW Sheer- strake in Wells.....	1920	11.	9.5	9.5		Double	3/4	2 5/8	three to two	3/4	2 5/8	lapped.
STRAKE BELOW Sheer- strake in Bridge ...	✓											
POOP SIDE PLATING				10.5-8		Single	3/4	3	two	3/4	2 5/8	lapped
BRIDGE SIDE PLATING ...												
FOREC'TLE SIDE PLATING		9.25				Single	3/4	3	two	3/4	2 5/8	lapped.

Total No. of W.T. BULKHEADS in Vessel— *9 in all as per plan.*
 Extending to Upper Deck (Sec. 3 c) *9.*
 " " Deck next below *1*
 As per Rule

	Casting or Pouring.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>Flat keel plate</i>		
STEM		<i>frying 180x42</i>	<i>Boulevard</i>	<i>made under inspection</i>
STERN {				
Propeller Post	<i>✓</i>			
FRAME {				
Rudder ..		<i>frying 180x55</i>	<i>Messrs Workspan.</i>	
RUDDER—A × D		<i>17 1/2</i>	<i>Amsterdam.</i>	
Speed of Vessel		<i>10 knots.</i>		
RUDDER mainpiece at head		<i>frying 140</i>	<i>Messrs Workspan</i>	
" " heel		<i>18 1/2</i>	<i>Amsterdam.</i>	
" " how constructed			<i>Amis shaft on a Keyed to</i>	
" double or single plate			<i>mainpiece</i>	
" coupling, vertical or			<i>single plate 27 1/2 in.</i>	
" horizontal			<i>horizontal coupling.</i>	

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Premum Martin process - Gukhoffnungshütte; Fried. Krupp; Dillinger Hüttenwerke; David Colville & Sons, Vereinigte Stahlwerke, Hoerde Verein, Mannesmann Röhrenwerke.*

Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel Works.*

EQUIPMENT No 17737										LETTER P. 16.			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.	Cwts.							
1546	1st Bower ...	38	0	14	Stockless			34	12	0	0	35-2-0	Riden	Kon. Red. Grofom	Riden 9.1.34 P.d. U.S. Weel.			
1543	2nd „ ...	35	3	14	"			33	2	2	0	35-2-0	Stockless	" " "	" 9.1.34 " "			
1544	3rd „ ...	30	3	11	"			29	5	0	0	30-0-0	Patent	" " "	" 12.1.34 " "			
	Collective weight.	104	3	11								101-0-0						
1526	Stream	10	0	0	2	2	0	12	0	0	0	9-1-0	Ordinary	Kon. Red. Grofom	Riden 1.10.30 P.d. U.S. Weel.			
CHAIN CABLES.													HAWERS AND WARPS.					
Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- Break- ing.	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.	Inch.		Supplied.	Per Rule.	Tons.	Cwts.	Fathoms.					Inch.	Length.		Chr.	Tons.	Fathoms.
3115	240	1 3/4	55%	77 1/2	397	1-0	370	2-0	240	1 3/4	Steel	Kon. Red. Grofom Riden 13.11.30 P.d. U.S. Weel.	TOWLINE...	90	3 1/2	26	90	3 1/2
		Chr.							Chr.				HAWSERS & WARPS	2x90	2 1/4	10.8	2x90	2 1/4
														2x90	1 3/4		2x90	1 3/4
See Column 1 Chain Cable Steel Wire	75	4		33.2					75	4								

Steering Gear, Steam <i>Yes, direct acting</i>		Steering Gear, Hand <i>Yes, whirling tackle</i>			
Boats <i>2 lifeboats</i>		Steering Chains, Size and Test <input checked="" type="checkbox"/>		Windlass <i>Steel Steam patent</i>	
Ceiling in Holds, thickness and material <input checked="" type="checkbox"/>		Cargo Battens, thickness, material and spacing <input checked="" type="checkbox"/>			
Cargo Hatchways. — (Upper Deck) <i>steel and angle</i>		Thickness of Hatches <i>10" light steel latches.</i>			
Size of No. 1 Hatchway (Forward) <input checked="" type="checkbox"/>	No. 2	No. 3	No. 4	No. 5	No. 6
Number of Shifting Beams and/or Fore and Afters <input checked="" type="checkbox"/>					

Builder's Signature

N.V. WERF v/h RIJKEE & Co.

4/6/31.

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. Secretary's Letters M $\frac{6}{1}$; $\frac{7}{1}$; $\frac{17}{1}$; $\frac{20}{1}$; $\frac{18}{1}$ & $\frac{24}{1}$ - 1930 and Rotterdam Letters $\frac{12}{1}$; $\frac{14}{1}$; $\frac{25}{1}$; $\frac{23}{4}$ and $\frac{15}{1}$ - 1930 respecting this case and in general conformity with the Society's Rules. -

Cargo tanks, wing tanks, fuel tankers, cofferdams, double bottom tanks in motor space and fore and aft peak tanks have been tested by a head of water as required by the Rules and found sound and tight. —

Freeboard has been marked on the vessel's sides, verified and cut in.

Frying certificate of Sternpame and padder are enclosed herewith.

For list of plans approved for this vessel see report of Sister vessels.

Sister Vessels. M.S. "Aldegonda" Rotterdam Report No. 20165
M.S. "Haliotis" Rotterdam Report No. 20152

[The tonnage for fees has been assumed to equal that of the sister vessels]

The amount of Entry Fee	\$ 72.00	Fees applied for,
Special Survey Fee....	\$ 3240.00	3/6 1927
Travelling Expenses, if any	\$ 33.00	Received by me,
		4/6 1927

I am of opinion the Vessel should be Classed **† 100 A 1,**
"Carrying petroleum in bulk"

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Rotterdam Surveyors. Date of issue 18/8/31

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 18 AUG 1934

Character assigned +100A1 on Aug 12, 376

Carryg. Petrol. in Bulk

Write Ans.

Lloyd's A. & C.

+ L. Mc. 7.31 C.L

Oil Eng. D.D. 150 lb

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Lloyd's
W329-0621(2/2)R

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.)

The vessel will be towed to Amsterdam where the installation of the machinery will be completed at the Werkspoor Company's Yard.—
To complete the first entry survey the skylight and casing top plating over motorroom require to be riveted.—
Complete tonnage particulars to be reported.—
The Amsterdam Surveyors have been advised.—

Rpt. S.

(Received at London Office 1st AUG 1931)

No. 12876

REPORT of SURVEY for REPAIRS, &c.

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.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Number.
Framing of L, L or C															
Frames in Bridge 'tween Decks ...															
Frames 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															
At Ends															

Bottom															
Amidships															
At Ends...															

Transverses.															
Depth and Thickness															
Face Angles															
Lugs to Shell*															
In Bridge 'tween Decks.															
Depth and Thickness															
Face Angles															
Lugs to Shell*															
In Hold.															
Depth and Thickness															
Face Angles															
Lugs to Shell*															
" " Back Bars ...															
Brackets															
Spacing of Transverse Frames															
* State if joggled or liners.															

Longitudinal Beams of L & E															
Bridge Deck ...															
TRUNK															
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.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
1st Bower 24 Cwt - 2 qrs - 7 lbs. - HR 4871. Antwerp 29.10.30.—
2nd " 24 Cwt - 1 qrs - 13 lb. - HR. 4817. Antwerp 4.10.30.—
3rd " 21 Cwt - 1 qrs - 25 lb. - HR. 4869. Antwerp 29.10.30.—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 83.6 ft., R.Q.D. 46.5 ft., Bridge 4 ft., Forecastle 46.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. Poop is joined to trunk deck.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 QK. (shl)
Mchy aft.—
Official No. : Signal Letters
Is bottom of Vessel coated with cement not in cargo tanks.
particulars of composition Partly cement and bitumastic

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,	18.6	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>	8.6	230.
Total capacity of double bottom		81.	(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. 794
Date 24.3.1930
Dates of Surveys held while building
25/4; 8.22/5; 13.25/6; 2.20.18.29/7; 10.13.20/8; 3.16.18.20.25/9; 7.13.22.25.30/10;
1.6.8.11.12.17.18.21.25.26/11; 16.23.20/12.1930.—
6.16.23.28/1; 6.11.14.17.19.23.24.27.28/2; 4.13.16.18.27.30/3; 1.3.4.7.8.10.15.17/4;
18.20.23.24/4; 1.8.11.13.15.19.23.26.27/5.1931
Total No. of Visits 75