

STEEL STEAMER or MOTORSHIP.

15 JAN 1932

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 9th January 1932. Port of Copenhagen. No. 8689.
Survey held at Nakskov Date First Survey 18th February 1931. Last Survey 5th January 1932.On the (State if Machinery fitted Aft and) Steel Twin Screw Motorship "ERRIA"
(if Single, Twin or Triple Screw)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Complete Superstructure without Tonnage Opening. State Type of Erections Pop, Bridge & Vels.TONNAGE under 6886.37 CLASS 100. A. 1. State if with freeboard as condition of Class yes. Built at Nakskov.Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓

Total 6886.37

Gross Tonnage 8636.20

Register Tonnage 5480.93

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 134.11 ^{Metres.}Breadth (greatest moulded) 18.90 ^{Metres.}Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 11.35 ^{Metres.}1st Longitudinal Number (L x D) = 1522 ¹³⁹⁰2nd Numeral L x (B + D) = 4056 ¹³⁹⁰Framing Depth "d," at middle of length. See Sec. 3 (1d) 11.8Proportions—Depth to Length—Uppermost continuous deck to top of keel 9.5Do. Long Bridge to top of keel 9.5Draught Moulded 8.306Launched 5th Sept. 1931. Yard No. 50.Builders Nakskov Skibsværft.Owners Det Østasiatiske KompagniManagers ✓

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

Residence Copenhagen.Port of Registry Copenhagen.

If surveyed while building, afloat, or in dry dock

While building, afloat and in Dry dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	M/M INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	M/M INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships <u>Fr. 144 to Fr. 163</u>	<u>760</u> ^{mm.}		Bracket Floors, Frame <u>5</u>	<u>200 90 12</u>
" " from 3 length to Collision bulkhead	<u>685</u> ^{mm.}		" " Reversed Frame <u>5</u>	<u>200 75 10</u>
" " in peak <u>from Fr. 163 to stem</u>	<u>610</u> ^{mm.}		" " Vertical Struts <u>5</u>	<u>200 75 10</u>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>1165 x 15</u>
" Frame Amidships, Angle, <u>E & L</u>	<u>320 100 13</u>		" " top Angles <u>double</u>	<u>90 90 14</u>
" " Extends up to <u>2nd deck.</u>			" " bottom Angles <u>double</u>	<u>130 130 16</u>
Reversed Frame Amidships, Angle <u>✓</u>			Side Girders, No. each side and thickness <u>Two - 10.5</u>	
" " Extends up to <u>✓</u>			Margin Plate ^{breadth} (excl. of flange) and thickness <u>1800 x 13</u>	
Depth of Framing Girder <u>✓</u>			" " Vertical Angle to Tank side	<u>✓</u> <u>✓</u> <u>✓</u>
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E & L</u>	<u>200 90 11</u>		" " Bracket abaft 1/2 len. from stem	<u>✓</u> <u>✓</u> <u>✓</u>
" " Second 'tween Decks, Angle, <u>E & L</u>	<u>200 90 11 with</u>		" " Vertical Angle to Tank side	<u>✓</u> <u>✓</u> <u>✓</u>
" " Third " " " "	<u>100 75 x 10</u>		" " Bracket forward 1/2 len. from stem	<u>✓</u> <u>✓</u> <u>✓</u>
Framing in Peaks, Angle <u>E & L</u>	<u>230 90 11</u>		" " Gussets, spacing and scantling	<u>✓</u> <u>✓</u> <u>✓</u>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>22Z-145Z</u>		" " Gussets, spacing and scantling	<u>✓</u> <u>✓</u> <u>✓</u>
State if Frame Joggled <u>yes.</u>			Tank Side Brackets, height above base line at toe of Frame and thickness	<u>2148 x 125</u>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <u>Two side stringers, fore bar 150 x 90 x 12, 1 in. pl. 110Z, 5 in. 110Z, 90 x 75 x 11</u>			INNER BOTTOM PLATING.	
STRENGTHENING OF BOTTOM FORWARD. State Particulars <u>Two side stringers, fore bar 150 x 90 x 12, 1 in. pl. 110Z, 5 in. 110Z, 90 x 75 x 11</u>			Breadth and thickness of Middle Line Strake <u>1360 x 13.5</u>	
SINGLE BOTTOM.			Thickness of remainder in Holds <u>11</u>	
Floors, Depth and thickness at mid-line in Holds <u>✓</u>			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? <u>yes.</u>	
Height of Brackets at side above base line at toe of frame <u>✓</u>			BEAMS.	
Middle Line Keelson, on Floors, Angles, <u>E & L</u>			Uppermost Continuous Deck, amidships	<u>230 90 11</u>
" " Through Plate or Intercoastal Plate <u>✓</u>			" " in Wells, Angle, <u>E & L</u>	<u>200 90 13</u>
" " Foundation Plate on Floors <u>✓</u>			" " in way of Bridge, Angle, <u>E & L</u>	<u>200 90 13</u>
" " Flat Plate Keel Angles <u>✓</u>			Spacing <u>ex. frame.</u>	
Side Keelsons, No. each side <u>✓</u>			Second Deck, amidships, Angle, <u>E & L</u>	<u>230 90 12</u>
" " thickness of Intercoastal Plate <u>✓</u>			Spacing <u>ex. frame.</u>	
" " Angles <u>✓</u>			Third Deck, amidships, Angle, <u>E & L</u>	<u>280 90 x 12 in way of deep tank</u>
DOUBLE BOTTOM.			Spacing <u>ex. frame.</u>	
Solid Floors, thickness and spacing <u>10.5 ex. 3rd qtr.</u>			Fourth Deck, amidships, Angle, <u>E & L</u>	<u>150 90 x 13 elsewhere.</u>
" " Are Frame and Reversed Frame joggled? <u>✓</u>			Spacing <u>ex. frame.</u>	
Bracket Floors, breadth and thickness at middle line <u>1450 x 10.5</u>			Forecastle Deck, Angle, <u>E & L</u>	<u>200 90 13</u>
" " breadth and thickness at margin plate <u>2000 x 10.5</u>			Spacing <u>ex. frame.</u>	

PILLARS AND DECKS.

	M/M INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		M/M INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	<i>Two rows.</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>1725 x 9.5</i>	
„ in 'tween Decks, Size and Spacing.....	<i>230x10Z to 180x10Z tubular widely spaced.</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>10 forw. 9 aft.</i>	
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge	<i>8.5</i>	
„ in Holds „ „	<i>435x14Z to 355x14.5Z tubular widely spaced.</i>		Thickness of Plating within line of openings...	<i>8.5 forw. 8.0 aft. within accom.</i>	
„ „ „ „ „			If Sheathed, material and thickness	<i>Litosila.</i>	
Centre Line Bulkhead, in deep tank.			Third Deck.	<i>10 above tank</i>	
Stiffeners and Spacing.....	<i>5 300 90 16</i>		Stringer Plate, breadth and thickness.....	<i>1720 x 8.5 elsewhere.</i>	
Plating, thickness of	<i>14 to 7.5</i>		If Plated, state thickness.....	<i>10 above tank 7.5 elsewhere No sheathing.</i>	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>1630x14 aft 18.5 forw.</i>		If Plated, state thickness	<i>✓</i>	
„ „ „ „ in way of Bridge	<i>1630 x 11</i>		Poop Deck.		
„ Angle in Wells	<i>150 150 15.5 13.5 aft</i>		Stringer Plate, breadth and thickness	<i>965 x 9.5</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>15.5 forw.</i>		Plating, Sheathing, material and thickness ...	<i>7.5-2 1/2 Teak.</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>10 8.5 within bridge</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>10 outside within bridge</i>		Stringer Plate, breadth and thickness.....	<i>1600 x 11.5</i>	
If Sheathed, material and thickness	<i>Litosila.</i>		Plating, Sheathing, material and thickness ...	<i>10.5-2 1/2 Teak</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>1725 x 11.0 forw. 10.5 aft</i>		Stringer Plate, breadth and thickness.....	<i>975 x 9.5</i>	
			Plating, Sheathing, material and thickness ...	<i>9 No sheathing.</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			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.		
	<i>inches</i> <i>M/M</i>	<i>inches</i> <i>M/M</i>	<i>inches</i> <i>M/M</i>	<i>inches</i> <i>M/M</i>			<i>no</i>				<i>inches</i>	<i>inches</i> <i>Zn.</i>	
FLAT PLATE KEEL	<i>1350</i>	<i>2 1/2</i>	<i>19.5</i>	<i>20</i>		<i>double</i>	<i>1</i>	<i>7 pairs</i>	<i>4</i>	<i>1</i>	<i>95</i>	<i>lapped.</i>	
„ DBLG. (if any)						<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
BOTTOM PLATING, No. of Strakes <i>4</i> ...	<i>ab 1830</i>	<i>17</i>	<i>19</i>	<i>13</i>		<i>double</i>	<i>7/8</i>	<i>8 pairs</i>	<i>4</i>	<i>7/8</i>	<i>88</i>	<i>lapped.</i>	
BILGE PLATING, No. of Strakes <i>2</i>	<i>ab 1830</i>	<i>17</i>	<i>12</i>	<i>13</i>		<i>„</i>	<i>7/8</i>	<i>8</i>	<i>4</i>	<i>7/8</i>	<i>88</i>	<i>„</i>	
SIDE PLATING, No. of Strakes <i>5</i>	<i>ab 1700</i>	<i>16.5</i>	<i>12</i>	<i>12</i>		<i>„</i>	<i>7/8</i>	<i>8</i>	<i>3</i>	<i>7/8</i>	<i>77</i>	<i>„</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>1360</i>		<i>20</i>	<i>16.5</i>		<i>„</i>	<i>7/8</i>	<i>8</i>	<i>4</i>	<i>7/8</i>	<i>88</i>	<i>„</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>1335</i>	<i>16.5</i>				<i>„</i>	<i>7/8</i>	<i>8</i>	<i>3</i>	<i>7/8</i>	<i>77</i>	<i>„</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>1370</i>		<i>18.5</i>	<i>16.0</i>		<i>„</i>	<i>7/8</i>	<i>8</i>	<i>4</i>	<i>7/8</i>	<i>88</i>	<i>„</i>	
STRAKE BELOW Sheer-strake in Bridge ...	<i>1370</i>	<i>16.5</i>				<i>„</i>	<i>7/8</i>	<i>8</i>	<i>3</i>	<i>7/8</i>	<i>77</i>	<i>„</i>	
POOP SIDE PLATING				<i>10</i>		<i>single</i>	<i>3/4</i>	<i>75 Zn</i>	<i>1</i>	<i>3/4</i>	<i>65</i>	<i>„</i>	
BRIDGE SIDE PLATING ...	<i>1850</i>	<i>16</i>	<i>upper strake (P)</i>			<i>double</i>	<i>7/8</i>	<i>8 pairs</i>	<i>4</i>	<i>7/8</i>	<i>88</i>	<i>„</i>	
	<i>1100</i>	<i>15.5</i>	<i>lower</i>	<i>(O)</i>		<i>single</i>	<i>3/4</i>	<i>75 Zn</i>	<i>1</i>	<i>3/4</i>	<i>65</i>	<i>„</i>	
FOREC'TLE SIDE PLATING			<i>11</i>			<i>single</i>	<i>3/4</i>	<i>75 Zn</i>	<i>1</i>	<i>3/4</i>	<i>65</i>	<i>„</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>8</i>
Extending to Upper Deck (Sec. 3 c)	<i>7. See Profile as built</i>
„ Deck next below	<i>1</i>
As per Rule	<i>7.</i>

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.	
		Scantlings.		Spacing.		Scantlings.	Spacing.
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
MIDSHIP BULKHEAD, Upper tween decks	<i>7-6.5</i>	<i>140x75x9</i>	<i>762 to 575</i>	<i>✓</i>	<i>✓</i>		
„ „ Second „	<i>9-7.5</i>	<i>165x75x9</i>	<i>762 to 711</i>	<i>✓</i>	<i>✓</i>		
„ „ Third „	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		
„ „ Holds	<i>11-9.</i>	<i>250x90x125</i>	<i>762 to 711</i>	<i>✓</i>	<i>✓</i>		
COLLISION „ (in Hold)	<i>12.5-8.5</i>	<i>200x75x10.5</i>	<i>610</i>	<i>Two semi-box beams.</i>	<i>✓</i>		
AFTER PEAK „ „	<i>12.5-7.5</i>	<i>280x90x14.5</i>	<i>610</i>	<i>Two semi-box beams.</i>	<i>✓</i>		
		<i>100x75x10</i>	<i>610</i>	<i>Recess deck.</i>	<i>✓</i>		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Flat keel.</i>		<i>Vereinigte</i>	
STEM		<i>255x67</i>	<i>Stahlwerke.</i>	
STERN FRAME { Propeller Post	<i>✓</i>	<i>435x</i>	<i>Strommen</i>	
{ Rudder „	<i>Castling.</i>	<i>250.</i>	<i>Virksted.</i>	<i>(as planned)</i>
RUDDER—A x D.....		<i>1150</i>		
Speed of Vessel.....		<i>16 knots.</i>		
RUDDER mainpiece at head ...	<i>Forging.</i>	<i>280Zn</i>	<i>Strommen</i>	
„ „ heel ...	<i>✓</i>	<i>✓</i>	<i>Virksted.</i>	
„ how constructed	<i>Cast steel</i>	<i>Semi-balanced double plate.</i>		
„ double or single plate		<i>10Zn</i>		
„ coupling, vertical or horizontal.....		<i>Vertical.</i>		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process.*
Plates: Vereinigte Stahlwerke, Hoerder Verein. - Vereinigte Stahlwerke, Niederrheinische Hütte.
Profiles: do do
 Has the Steel been tested as required by the Rules? *yes.*

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 following approved plans and certificates are forwarded herewith:—

PLANS. Midship Section.

Profile & Decks.

Shell Expansion & Tanktop

Sternframe & Rudder.

Motor Seating.

Frames in Aft Peak.

Deep Water Tank in N^o 4 hold.

Tunnel Wing Tanks for oil.

Shaft Brackets.

Extra strengthening below trunk hatches.

Details of girders & pillars.

Arrangement of strong beams & pillars in motor space.

Boat deck and Deckhouse.

Bridge deck house screen.

Support of Foremast.

Pillaring under mast fr. 108 & removal of pillar from fr. 85 to fr. 87.

Midship Section

Profile & Decks } as built.

CERTIFICATES.

1 of Shaft brackets.

1 - Sternframe.

1 - Rudder (Head & Frame).

1 - Interim certificate.

PLANS APPROVED BUT WORK NOT CARRIED OUT:—

Sternpost & Rudder (Plan approved 25.11.30)

Strengthening of shell plating in way of doors in ship's sides (Plan approved 29.11.30).

Alteration of Vegetable Oil tank & 2nd deck in N^o 2 hold (" 28.2.31).

Beamhuts on bridge deck in way of accommodation (" 25.4.31).

Alteration of built hold pillars (Plan approved 18.6.31).

	HEAD.	SHANK.
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 53.3.0 - K.H. - 9275 - 23.7.31. 2nd " 54.0.27 - K.H. - 9274 - 23.7.31. 3rd " 43.3.17 - K.H. - 9248 - 19.6.31.	23.0.19 - K.H. - 787 - 23.7.31. 23.0.4 - K.H. - 786 - 23.7.31. 21.1.19 - K.H. - 788 - 23.7.31.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92.4M ft., R.Q.D. ✓ ft., Bridge 63.84M ft., Forecastle 21.35M ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks (Steel), 3rd deck (stl) in N^{os} 1 & 3 hold.

Official No. ✓ : Signal Letters N. J. K. V. Is bottom of Vessel coated with cement No if not give particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Oil	Length.	Water Capacity.	Where Fitted.	Oil	Length.	Water Capacity.
	Tons.	Feet.	Tons.		Tons.	Feet.	Tons.
Double bottom, aft,	222 Fuel.	107.22	240 W.B.	Fore peak tank,	✓	23.295	80 W.B.
Double bottom, under Engines and Boilers,	✓	19.947	90 F.W.	After peak tank,	✓	22.835	100 W.B.
Double bottom, under Engines only, N ^{os} 25	126 Fuel.	42.389	138 W.B.	Deep tank, aft, of motor room.	✓	12.467	2x140 F.W.
Double bottom, if under Boilers only,	✓	✓	✓	Deep tank, forward, of motor room.	500 Veg. Oil	22.441	556 W.B.
Double bottom, forward,	842 Fuel.	207.337	916 W.B.	Other tanks, if fitted, Tunnel wing tanks.	2x32 fuel	22.441	✓
	1190 Fuel.	Total capacity of double bottom	1384 W.	(If necessary, furnish further information by sketch)			

* The wells are not to be included in the lengths of the tanks.
377.893

Order for Special Survey No. 44

Date 27-9-1930.

Dates of Surveys held while building

1931. Feb. 18 - April 28 - May 7, 16, 20, 29 - June 9, 16, 20, 26 - July 1, 7, 10, 15, 22, 24, 28 - Aug. 4, 10, 15, 21, 26 -
Sept. 3, 5, 9, 18, 26 - Oct. 1, 7, 13, 23, 28, 30 - Nov. 3, 12, 18, 25, 30 - Dec. 10, 15, 21, 23, 28, 30.
1932. Jan. 5.

Total No. of Visits 45