

No. 6217

Port of COPENHAGEN. Date of completion of Report OCT 4th 27. Received at London Office TUE 18 OCT 1921
Survey held at NAKSKOV & COPENHAGEN. Date, First Survey OCT 27th 1919. Last Survey SEPT 4th 1921
On the (State of Steam, Tonnage, etc.) TWIN SCREW MOTOR SHIP "JAVA". Rig 4 POLE MASTS

CLASS **+** 100 A. 1. AWWING 0" WITH FR⁰ FEET.

Breadth (*greatest moulded*) 60-00

Rig 4 POLE MASTS

Breadth (*greatest moulded*) 60' 00"

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck } 42-00

Year of Appointment

Deduct height of 'tween deck when this does not exceed 8ft. 75

Built at **NAKSKOV.**

Transverse Number $60 + 33.25 + .75 \dots 94.00$

When built 1921 Launched

Length on deck from fore part of stem to after part of

By whom built. **NAKSKOV SKIBSVERFT**

sternpost 41830

ARTIESEL SKAFT DET ASIATISKE KOMPAGNI

Longitudinal Number 41° 55'

Lat. 41° 46' 11" (1111) of Length Sea State 2 of 12

19-42

Owner: *AK 7123 2204 1001 2012*

Depth $\frac{1}{2}$ at middle of length. See Secs. 2 & 15.... 32.09

Proportions Depth to Length Uppermost Continuous 10.5

Managers

Deck at side to top of keel

Residence COPENHAGEN

40. 19. 2. 1. 2. 3. Upper Deck at sides. 13-30

Part belonging to **COPENHAGEN**

Destined Voyage T/E EAST

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

LENGTH of Deck as per Rule	Fr.	445	Just	BREADTH Moulded	Fr.	60	No.	DEPTH ACTUAL	Top of Floors to top of Awn. or Skett. or Dr. Beams	Fr.	8	Just	No. of Decks with flat laid	3
								Do.	do.				No. of Tiers of Beams	✓
									Upper Deck Beams					

Dimensions of Ship per Register,

39-1. Awn. on ~~Shelter~~ Dk

Moulded depth, ft. 42 ins. 0 To Awning or Shelter Dk

Round up of Uppermost) 15' inc.

Length 445.8 breadth 60.3 depth

Upper Deck.

Moulded depth, 64.38 ins. To Upper Dk.

Dk. Beam, Actual . 2

FRAMING				PILLARS				KEELSONS AND STRINGERS			
	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
FRAME, Angles, or Bars, amidships	11 1/2	32	62	11 1/2	32	62	PILLARS, Between Deck, and spacing				
Do. in peaks	8	32	48	8	32	48	2 Rows in Connection	20 1/2	72	0	48
Do. in way of Double Bottoms at Solid Floors	4 1/2	32	44	4 1/2	32	44	With Girders Quarter, 'tween Dks.,	20 1/2	100	60	60
" " at intermdt. Bkts.							" " in Hold	20 1/2	110	72	72
Spacing of Frames from centre to centre amidships	28			28			KEELSONS AND STRINGERS.				
" " from length to collision bulkhead	27			27			CENTRE LINE KEELSON, Vertical Plate above				
" of Frames from centre to centre in peaks	24			24			floors, Through Plate, or Intercostal Plate)				
REVERSED FRAME, Angles							Rider Plate				
Do. in way of Double bottoms at Solid Floors	4	32	44	4	32	44	Flat Keel Plate Angles				
" " at intermdt. Bkts.							Horizontal Plates on Floors				
MING, depth of girder							Angles or Bulb Angles				
ORS, depth and thickness of Floor Plate							SIDE KEELSONS, Number				
at mid-line for 1/2 length amidships							Angles or Bulb Angles				
in way of Engine and Boiler spaces							Plate above floors, for length				
thickness at the ends of vessel							Intercostal Plate, for length				
depth at 1/2 the half-bdth. as per Rule							Attached to outside plating with Angle				
height extended at the Bilges							BILGE KEELSON, Angles				
RS, in Cell Double Bottoms	42	38	50	42	38	50	Intercostal Plate, for length				
state if flanged (top and bottom)	No			No			Attached to outside plating with Angle				
spacing of Solid	28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS						SIDE STRINGERS, Number				
IE GIRDER, in Dbl. bottom, dpth. & thicknss	46	56	46	46	56	46	Angles				
" Angles, Top	32	32	54	32	32	54	Intercostal Plate, for Full lng.				
" " Bottom	5	5	60	5	5	60	Attached to outside plating with Angle				
" " to Floors	5	5	60	5	5	60	Awning or Shelter Deck Stringer Plates,				
Brackets at intermdt. frmg., width & thknss	32	32	42	32	32	42	breadth and thickness				
IRDERS, number and thickness	42	38	20	42	38		Angle on ditto				
" state if flanged (top & bottom)	52	32	44	52	32	44	Tie Plates, fore and aft, outside Hatchways				
Angles	32	32	44	32	32	44	Deck * Iron or Steel, for Full lng.				
PLATE, depth (exclusive of flange)	39	50	50	39	50	50	Wood Deck, Material & thickness				
and thickness	4	4	50	4	4	50	Upper Deck Stringer Plate, breadth and				
Angles to outside plating	5	32	44	5	32	44	thickness				
" to floors	5	5	60	5	5	60	Angles on ditto, No. Two				
Brackets at intermdt. frmg., width & thknss	32	32	42	32	32	42	Tie Plates, outside Hatchways				
Height of Brackets above at bilge	28	32	44	28	32	44	Deck * Iron or Steel, for Full lng.				
BOTTOM PLATING, breadth and thickness	54	44	54	54	44	54	Wood Deck, Material & thickness				
thickness in Engine and Boiler space	52	54	52	52	54	52	Second Deck Stringer Plates, br'dth & thkn's				
" Remainder in Holds	42	38		42	38		Angles on ditto, No. Two				
Awng or Shltte Dk, Single Angle,	8	3	45	100	75	85	Tie Plates, outside Hatchways				
all Angle, Plate, Tee Bulb or Channel	8	3	45	100	75	85	Deck * Material and thickness				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Third, Fourth & Fifth Deck Stringer Plate,				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							breadth and thickness				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Angles on ditto, No.				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Tie Plates outside Hatchways				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Deck, Material and thickness				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Forecastle Deck Stringer Plate, breadth & thickness				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Angles on ditto				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Tie Plates				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Deck, Material and thickness				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Bridge Deck Stringer Plate, breadth & thickness				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Angle on ditto				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Tie Plates				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Deck, Material and thickness				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Forecastle Deck Stringer Plate, br'dth & th'kns				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Angle on ditto				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Tie Plates				
ng 28 MOSHIOS 27 3/8 IN To COLLISION BULK 24 IN PEAKS							Deck, Material and thickness				

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

Strengthening at Owners request above Rule requirements

Awning deck Stringer plate between frames 63-134, double butt straps fitted 4 Rows of rivets below and 3 Rows on top (top straps $16\frac{3}{4} \times 44$ below straps 22×44)

Doubling plates fitted in way of Motor Room bulkheads 67-78 frames and 92-102 frames

Awning deck plating continuous doubling fitted at hatch sides & Motor casing sides from 61 frame to 122 frame

Awning deck Sheer Strake between frames 68-129, double butt straps 4 Rows of rivets inside and 3 Rows on Outside.

Shell plating locally doubled in way of Motor Room Bulkheads between upper & awning decks

Bulkhead liners have been fitted at all bulkheads

Midship thickness of Shell plating has been maintained to the collision bulkhead on the following strakes R.B.C.D.E.F.

The midship thickness of the Shell plating on the following Strakes R.B.C.D.E.F.N has been increased .02 above the thickness approved Strakes K.L.M. O.H. & Q Strake .06.

Four intercostals on both Sides in double bottom forward have been continued as far forward as practicable from frames spaces fitted with intercostals at 3 height.

A Continuous gusset plate has been fitted on top of tank brackets connecting these to the double bottom 90 frame to 128 frame elsewhere connecting gusset angles to tank side brackets fore & aft.

Double lugs connecting floors to tank side forward of $\frac{3}{8}$ in.

Intermediate frames fitted forward of 2nd Lt in double bottom $7 \times 33 \times 44$ Bulk angles

Wood deck fitted over accommodation aft and midships from 98 to 136 frames at deckhouse sides

Upper deck Stringer plate doubled in way of Motor Room bulkhead.

A Built pillar has been fitted in Motor Room on 83 & 84 frames in place of 2. $4\frac{1}{2}$ dia pillars as approved.

Web Frames in N.T. hold on 164 and 169 frames.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated NO.

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 should appear in the Register Book) 20th (St) & Awning Dk. St (St WC.)

Official No. ☒ ; Signal Letters N.C.L.V.

State if Machinery is fitted aft NO MOTOR SHIP

How are the surfaces preserved from oxidation? Inside 2 COATS RED OXIDE CEMENT IN PEAKS & CLEAR OF OIL TANKS. Outside 2 COATS RED OXIDE & 2 COATS PATENT COMBINATION

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

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Cap.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	No 7 77.0	163	Fore peak tank,	22.4	105
Double bottom, under Engines and Boilers,	" 6 63.0	286	After peak tank,	24.0	116
Double bottom, if under Engines only,	" 5 46.8	195	Deep tank, aft,		
Double bottom, if under Boilers only,	" 4 46.8	238	Deep tank, forward,		
Double bottom, forward,	" 3 46.8	245	Other tanks, if fitted, TANK BETWEEN TUNNELS	46.0	131
	" 2 53.6	144	(If necessary, furnish further information by sketch.)	total	351
	" 1 58.6	159			
	Total capacity of double bottom	1509			

* 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

Order for Special Survey No. 43

Date 4th FEB. 20

No. 3 in builder's yard.

DATES OF SURVEYS held while building

1919. 27/10 1920. 3/2. 3/2. 4/3. 19/4. 19/5. 21/5. 21/6. 29/7. 24/8. 10/9. 18/9. 16/9. 28/9. 12/10. 21/10.
16/11. 24/11. 25/11. 31/11. 13/12. 14/12. 20/12. 21/12. 1921. 1/1. 18/1. 10/2. 11/2. 3/3. 4/3. 4/3. 19/3.
8/6. 22/6. 30/6. 13/7. 17/7. 19/7.

Surveyor's Signature

Cyril B. Pomeroy

Total No. of Visits 39

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