

STEEL STEAMER or MOTORSHIP.

Received at London Office -5 JAN 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

31st Dec 1930

Port of

Copenhagen

No.

8405.

Survey held at

Nakskov

Date First Survey

9/10/28

Last Survey

21/12/ 1930

On the

(State if Machinery fitted Aft and
of Single, Twin or Triple Screw)

Steel Twin Screw Motor Ship

INDIA

State Type

(Full Scantling, Complete Superstructure
with or without Tonnage Openings)

Complete Superstructure

State Type of Erections

Br & Jole

TONNAGE under
Tonnage Deck...

8812.58

CLASS ∇ 100 A1State if with freeboard
as condition of Class

Yes

Built at

Nakskov

Launched

4/10/30

Yard No. 39

Builders

a/s Nakskov Skibsværft

Owners

a/s Det Østasiatiske Kompagni

Managers

(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

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

Total

Gross Tonnage

9549.15

Register Tonnage

6030.63

REGISTERED DIMENSIONS.

FEET.

Length

470.3

Breadth

63.7

Depth

37.4

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

L

470

Breadth (greatest moulded)

B

63.6

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)

D

40.3

1st Longitudinal Number (L x D)

= 18917

2nd Numeral L x (B + D)

= 48762

Framing Depth "d," at middle of length. See
Sec. 3 (1d)Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

11.6

Do. Long Bridge to top
of keel

9.4

Draught Moulded

29.6

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. 7/16			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. 7/16			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	30				Bracket Floors, Frame	230	90	11	
" " from 3 length to Collision bulkhead	27				" " Reversed Frame	200	75	11	
" " FR 173 to COLL. BULKHEAD	24				" " Vertical Struts	200	75	11	
" " in peaks	24				Centre Girder, depth and thickness amidships	48		63	
DE FRAMING.					" " top Angles	90	90	15	
Frame Amidships, Angle, E or C	340	100	13.5		" " bottom Angles	130	130	17	
" " Extends up to	2 nd Deck				Side Girders, No. each side and thickness	2		44	
Reversed Frame Amidships, Angle	✓				Margin Plate depth (excl. of flange) and thickness	44		57	
" " Extends up to	✓				" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	90	90	12.5	double
Depth of Framing Girder	✓				" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	140	140	12.5	double
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	230	90	12.5		" " Gussets, spacing and scantling abaft 1/4 len. from stem	130	90	14.5	every frame
" " Second 'tween Decks, Angle, E or C	✓				" " Gussets, spacing and scantling forward 1/4 len. from stem	150	150	12.5	every frame
" " BRIDGE	230	90	12.5	W. 2 nd frame	Tank Side Brackets, height above base line at toe of Frame and thickness	84		53	
" " Third	230	90	12.5		INNER BOTTOM PLATING.				
Framing in Peaks, Angle or C	250	90	11		Breadth and thickness of Middle Line Strake	57		57	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8	5 3/4			Thickness of remainder in Holds			48	
State if Frame Joggled	Yes				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?	Yes			
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Deep framing Lower Deck 2 Side Stringers				BEAMS.				
LENGTHENING OF BOTTOM FOR- WARD. State Particulars	Double riveted frames 52.52.44. 3 Side girders, full depth Bottom shell midship thickness				Uppermost Continuous Deck, amidships in Wells, Angle, E or C	230	90	11	
DOUBLE BOTTOM.					" " in way of Bridge, Angle, E or C	230	90	11	
Floors, Depth and thickness at mid-line in Holds	✓				" " Spacing	Every frame			
Height of Brackets at side above base line at toe of frame	✓				Second Deck, amidships, Angle, E or C	280	90	12	
Middle Line Keelson, on Floors, Angles, E or C	✓				" " Spacing	Every frame			
" " Through Plate or Intercoastal Plate	✓				Third Deck, amidships, Angle, E or C	✓			
" " Foundation Plate on Floors	✓				" " Spacing	✓			
" " Flat Plate Keel Angles	✓				Fourth Deck, amidships, Angle, E or C	✓			
Keelsons, No. each side	✓				" " Spacing	✓			
" " thickness of Intercoastal Plate	✓				Poop Deck, Angle, E or C	✓			
" " Angles	✓				" " Spacing	✓			
DOUBLE BOTTOM.					Bridge Deck, Angle, E or C	230	90	10.5	
Solid Floors, thickness and spacing	44 every 3 rd frame				" " Spacing	Every frame			
" " Are Frame and Reversed Frame joggled?	Yes				Forecastle Deck, Angle, E or C	230	90	11	
Bracket Floors, breadth and thickness at middle line	45 44				" " Spacing	Every frame			
" " breadth and thickness at margin plate	54 44								

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.
PILLARS, No. of Rows.....	2			Stringer Plate, breadth and thickness in way of Bridge	52	40	
„ in 'tween Decks, Size and Spacing.....	13 x 52 to 8 x 40	width spaced		Thickness of Plating abreast Deck openings in way of Wells	42		
„ „ „ „ „	✓			Thickness of Plating abreast Deck openings in way of Bridge	36		
„ in Holds „ „	19 1/2 x 68 to 15 x 60	width spaced		Thickness of Plating within line of openings...	32		
„ „ „ „ „	✓			If Sheathed, material and thickness	No Sheathing		
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....	✓			Stringer Plate, breadth and thickness.....	✓		
Plating, thickness of	✓			If Plated, state thickness.....	✓		
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	✓		
Stringer Plate, breadth and thickness in Wells	66 1/2	78		If Plated, state thickness	✓		
„ „ „ „ „ in way of Bridge	66 1/2	46		Poop Deck.			
„ Angle in Wells	150 150 19.5			Stringer Plate, breadth and thickness	✓		
Thickness of Plating abreast Deck openings in way of Wells	64 1/2	76 1/2		Plating, Sheathing, material and thickness ...	✓		
Thickness of Plating abreast Deck openings in way of Bridge	42			Bridge Deck.			
Thickness of Plating within line of openings...	36 in Br. 40 wells			Stringer Plate, breadth and thickness.....	68	50	
If Sheathed, material and thickness	No sheathing			Plating, Sheathing, material and thickness ...	48	No Sheathing	
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...	52	46		Stringer Plate, breadth and thickness.....	36	38	
				Plating, Sheathing, material and thickness ...	36	No Sheathing	

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i> 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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>55½</i>	<i>93</i>	<i>83</i>	<i>83</i>		<i>Double</i>	<i>1</i>	<i>4 pairs</i>	<i>3+3</i>	<i>1</i>	<i>4</i>	<i>Strapped</i>
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes	<i>5</i>	<i>70</i>	<i>68</i>	<i>64</i>	<i>3 Strakes A.B.C. p+s. 73 to Coll. Bnd. under Motor Room Arc 73</i>	<i>Double</i>	<i>7/8</i>	<i>8 pairs</i>	<i>4</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes	<i>1</i>	<i>70</i>	<i>52</i>	<i>55</i>		<i>Double</i>	<i>7/8</i>	<i>8 pairs</i>	<i>4</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped</i>
SIDE PLATING, No. of Strakes	<i>5</i>	<i>68</i>	<i>50</i>	<i>52</i>		<i>Double</i>	<i>7/8</i>	<i>8 pairs</i>	<i>3</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped</i>
UPPER DECK, Sheer- strake in Wells.....	<i>53</i>	<i>87</i>	<i>50</i>	<i>56</i>		<i>Double</i>	<i>1</i>	<i>4 pairs</i>	<i>5</i>	<i>1</i>	<i>4½</i>	<i>Lapped</i>
UPPER DECK, Sheer- strake in Bridge ...	<i>53</i>	<i>68</i>	<i>✓</i>	<i>✓</i>		<i>Double</i>	<i>7/8</i>	<i>8 pairs</i>	<i>3</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped</i>
STRAKE BELOW Sheer- strake in Wells.....	<i>55½</i>	<i>80</i>	<i>50</i>	<i>56</i>		<i>Double</i>	<i>1</i>	<i>4 pairs</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
STRAKE BELOW Sheer- strake in Bridge ...	<i>55½</i>	<i>68</i>	<i>✓</i>	<i>✓</i>		<i>Double</i>	<i>7/8</i>	<i>8 pairs</i>	<i>3</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped</i>
POOP SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
BRIDGE SIDE PLATING ...	<i>✓</i>	<i>63</i>	<i>✓</i>	<i>✓</i>		<i>Double</i>	<i>7/8</i>	<i>8 pairs</i>	<i>4</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped</i>
FOREC'TLE SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>44</i>	<i>✓</i>		<i>Single</i>	<i>¾</i>	<i>8 pairs</i>	<i>one</i>	<i>¾</i>	<i>2 7/8</i>	<i>Lapped</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	1
„ Deck next below.....	6
As per Rule.....	7

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
„ „ Second „	26 1/2	130.75	85 x 30		
„ „ Third „	30 1/2	130.75	85 x 30		
„ „ Holds on FR 154.	47	280.90	12 L 30	3-Dk.	
COLLISION „ (in Hold)	35 1/2	280.90	12 L 24	2 Semi box beams	
AFTER PEAK „ „	30 1/2	280.90	12 L 24	one semi box beam	
	49	290.90	15 L 24	neussch	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	270	73	Mitkowitz Bergbau	
STERN FRAME { Propeller Post	✓		✓	
„ { Rudder „	Cast Steel	10 x 4 1/2	Stahlwerke Krüger, Düsseldorf.	
RUDDER—A x D.....		436		
Speed of Vessel.....		13		
RUDDER mainpiece at head ...	Steel	12 3/4	Stahlwerke	
„ „ „ heel ...	Forging	15 1/2	Krüger - Düsseldorf.	
„ „ „ bottom ...		94		
„ how constructed	Semi. balance	beams Shunt & tied & transverse.		
„ double or single plate	Single.	1-14		
„ coupling, vertical or horizontal.....	Horizontal			

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 A/k. Niederrheinische Waerke; Vereinigte Stahlwerke A/k. Stahl und Walzwerke Thyssen
 Angles - Vereinigte Stahlwerke A/k. Hoerder Verein.
 Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 51097										LETTER CF	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.				
2154	1st Bower ...	85	3	1	✓			61	10	0	0	85½	Guson Stockless	Otto	Dusseldorf. 20/12/29 M. Berg
2153	2nd „ ...	85	0	23	✓			61	10	0	0		ditto	Guson	ditto 20/12/29 M. Berg
2111	3rd „ ...	74	3	11	✓			56	5	0	0		ditto	& Co	ditto 15/10/29 K. Haase
	Collective weight.	245	3	7								244½		Magdeburg	
2077	Stream	25	0	0	6	1	6	24	15	0	0	25	Ordinary stock	Backau	Dusseldorf. 15/8/29 K. Haase

CHAIN CABLES.													HAWSERS AND WARPS.					
Number of Certificate.	Length and size supplied.		Test per Certificate.		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.	
	Length.	Diam.	Statu- ing.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.
720	45	2 11/16	175 1/2	245 1/2	176-0.8	989	300	2 9/16	Cast Steel G.F. Jagers		Dusseldorf 28-10-30		TOWLINE...	130	6 1/2	86360	130	5 1/2
72A	255	2 11/16	175 1/2	245 1/2	176-0.8	989	300	2 9/16	Mild Steel Borsig werk		Vienna 26-9-29		HAWSERS & WARPS	2@100	4 1/2	39620	2@100	2 3/4
	300				1196-0.22									2@100	3 1/2	26420	2@100	2 3/4
Iron Stream Chain of Steel Wire	120	5 1/4			66040 Kgs.		120	4 3/4										

Steering Gear, Steam *Electric* *YB Thrice Odense* Steering Gear, Hand *Worm gear - two wheels*

Boats *2@ 30' x 9' x 3-9" Life boats* Windlass *Electric - YB Thrice, Odense*

Boats *2@ 18' x 5-8 x 2-4 Jolly boats* Steering Chains, Size and Test *✓*

Ceiling in Holds, thickness and material *2 1/2" pine* Cargo Battens, thickness, material and spacing *2" pine, 15" centers*

Cargo Hatchways.-(Upper Deck) *Steel Coamings 32' x 50* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *32-9 x 20'* No. 2 *40' x 24'* No. 3 *40' x 20'* No. 4 *35' x 20'* No. 5 *27-6 x 20'* No. 6 *25' x 20'*

Number of Shifting Beams and/or Fore and Afters *1-6: 2-7: 3-7: 4-6: 5-5: 6-4:*

Builder's Signature *H. P. J. Jagers*

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 *Yes* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, Secretary's letters and to the Rules of this Society.

All the double bottom tanks, deep tanks, tunnel tanks and peak tanks have been tested according to the Rules and found tight.

The materials and workmanship are to our satisfaction.

The weather decks, bulkheads and tunnels have been tested and found tight.

The freeboard has been marked on the vessel's sides, verified and out in.

The flash point of oil is above 150°F.

The fuel oil to be carried in double bottom tanks and in tank between tunnels in after hold; Cargo oil to be carried in deep tank and in tunnel wing tanks aft of motor room. Fuel oil also in tunnel wing tanks in after hold.

Section 20 of the Rules have been complied with where applicable

The amount of Entry Fee *£ 200.20* Fees applied for, *2.1. 19 31*

Special Survey Fee... *£ 7984.90* Received by me, *14/2/31*

Latitudes 120.00

Travelling Expenses, if any *£ 1358.40*

Freeboard 254.80

I am of opinion the Vessel should be Classed *100 A1 with freeboard.*

State whether the Vessel has been built under Special Survey *Yes.* fitted for carrying oil 12.30, F.P. above 150°F in deep and tunnel wing tanks.

Signature *J. Buchanan.*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Copenhagen Office* Date of issue *27/1/31.*

Committee's Minute *TUE. 27 JAN 1931*

Character assigned *+ 100 A1*

With freeboard

Fitted for carrying oil (12.30) F.P. above 150°F.

in Deep Tank & in Tunnel Wing tanks

Lloyd's accp. + Limb. 12.30, F.P. 100 A1

Ch. oil Eng. Elec. Lt.

Write Off

My

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.)

Midship Section
Profile and Decks
Shell Expansion
Alterations to Deck Girders (2) - Plan 5 Section
Girders and Pillars in After Hold.
Plans of Deep Tank
Framing in After Peak
Sternpost and Rudder
Motor Seating.
Shaft Brackets.
Tank Side Raising in way of Raising Arrangement.
Oil Fuel Tank between Tunnels
Additional Tunnel wing tanks for Vegetable Oil.
Motor Basing & Expansion Tank.

Certificates -

- 1 - Stern frame and propeller Brackets -
- 1 - Built up Rudder.
- 1 - Interim certificate.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	HEAD.		SHANK.	
	1st Bower	2nd "	3rd "	
	57.2.10, KH, 7367, 12.12.29	57.0.15, KH, 7366, 12.12.29	49.1.25, MB, 7007, 27.9.27	22.3.23, KH, 495, 15.10.29. 22.3.16, MB, 458, 14.6.29 20.3.2, MB, 483, 29.8.29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 165 ft., Forecastle 69.4 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 (527) 3rd dk (522) in for^s hold. *WT Cold*

Official No. ☒ ; Signal Letters **NJDC**. Is bottom of Vessel coated with cement *no - oil fuel* if not give particulars of composition *Fore peak - Cement washed After peak. Cement washed.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.		OIL		*Length.	Water Capacity.	Where Fitted.		OIL		*Length.	Water Capacity.
		Feet.	Tons.					Feet.	Tons.		
Double bottom, aft,	FUEL	422	140	458		Fore peak tank,		25.12	140		
Double bottom, under Engines and Boilers,	FUEL	218	57.5	237		After peak tank,		20.102	93.7		
Double bottom, if under Engines only,	LUB	48.5	22.5	no	(X)	Deep tank, aft, <i>SIDES OF TUNNEL</i> 35-71	CARGO	1448	90.0	157	(X)
Double bottom, if under Boilers only,						Deep tank, forward,	94-105	CARGO	1170	27.6	1270 S.
Double bottom, forward,	FUEL	988	219	1071		Other tanks, <i>if fitted between Tunnels</i> 20.34	FUEL	80	35.0		(X)
				Total capacity of double bottom				SIDES OF TUNNEL 26.34		FUEL	
				176.6				54		20.0	

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

Order for Special Survey No. 39

Date. 5/4/29

Dates of Surveys held while building

1928 - OCT. 9.10 : NOV 5 : 1929 NOV 13.28 : 1930 JAN. 9.28 : FEB. 18 : MAR. 4.12.20.26
APR. 4.10.16.25.30 : MAY 6.9.14.21.30 : JUNE 6.11.18.26. JULY 3.10.16.22 :
AUG. 1.8.12.21.27.28 : SEP. 2.8.9.13.16.19.23.25.29. OCT. 2.4.9.10.16.17.21.23.28.30.31 :
NOV 6.7.11.18.24.29 : DEC 1.5.10.17.18.21.

Total No. of Visits

68