

Awaiting Reports now in London Office
Single Screw Steamer "SINGKEP"

23.11.42
J.C.D.

Dimensions:- 420' x 54.5' x 36' to Upper Deck
28' to Second Deck

Scantling Nos:- 90.5 and 38010

Proportions:- L = 11.67 depths

Reports received 15.12.42
J.C.D.

This ship was built in 1922 by the Nederlandsche Scheepsbouw Maats under the survey of the Bureau Veritas for the class $\frac{1}{3}$ L11B.V. Awning Deck. She has three continuous decks with poop and forecastle, also a short bridge amidships.

No information is available in respect of the freeboard assigned to the ship when built, but the Freeboard Department now report that a Freeboard Certificate has already been issued by the Netherland East Indies Government, the freeboard being 267 cm. corresponding to an extreme summer draught of 27'7 $\frac{3}{8}$ ", and the Freeboard Department confirm that this draught is approximately the full scantling draught with actual erections fitted.

The ship has now been subjected to Special Survey at San Francisco with a view to classification with this Society, and the Surveyor at that port has forwarded completed First Entry Form, on which it is recorded that the Sourabaya Surveyor made a General Examination in June, 1941, and recommended that the vessel be classed 100A1.

The scantlings and arrangements as given on the First Entry have, therefore, been examined and compared with the requirements of the Rules in force when the ship was built for the unrestricted 100A class, and it is found that they are generally equivalent thereto, excepting that the scantlings of the through beams between the hatchways, assuming no centre line support, are deficient on all decks. It would appear, however, from the general arrangement plan that, in certain cases, supports are provided at the centre line, and in view of the fact that this ship has been in service for a considerable time with apparently satisfactory results, it is considered that no exception need be taken to the scantlings and supports of these beams.

The Rules require 7 watertight bulkheads to be fitted, and of these, 6 should extend to the weather deck and the after peak bulkhead to the deck next above the waterline (the second deck). According to the First Entry Report, only 5 watertight bulkheads extend to the upper deck, 2 to the second deck, and the after peak bulkhead to the third deck only. A notation will, therefore, require to be made regarding the arrangement of bulkheads.

The weight of the anchors and cables is less than that required by Table 53 of the Rules, and to provide an equivalent thereto an additional 30 fathoms of 2 $\frac{3}{16}$ ths cable should be supplied. As a war emergency measure, however, a reduction of 45 fathoms ^{from} the length given in this Table is permitted.

It is therefore submitted the ship could be classed 100A1 on the understanding that if and when the ship is engaged in ordinary, peaceful merchant pursuits an additional 30 fathoms of 2 $\frac{3}{16}$ ths cable will be supplied. A suitable notation should also be made in the Register Book regarding the arrangement of watertight bulkheads.

J.M.
11th November, 1942.

Lloyd's Register
Foundation

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