

## STEEL STEAMER or MOTORSHIP.

Received at London Office

NOV 16 1937

DISCLOSED  
SECTIONDISCLOSED  
SECTIONState 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 *22nd Oct. 1937*Port of *Hongkong*Survey held at *Hongkong*Date First Survey *Jan. 12th*Last Survey *16th Oct.*

1937

On the (State if Machinery fitted Aft and  
if Single, Twin or Triple Screw)*Single Screw Motorship "MOA MOA"*State Type (Full Scantling, Complete Superstructure  
with or without Tonnage Openings)*Full Scantling*State Type of Erections *Prop + Forecastle*TONNAGE under  
Tonnage Deck...}CLASS *\*100 A1*State if with freeboard  
as condition of Class *No*Built at *Hongkong*Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk. *✓*O. A. Length *161-42'*

FEET.

Launched *25th Aug. 1937* Yard No. *771*Total *337.86*Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a)*L 145.0'*Builders *The Hongkong & Whampoa Dock Co.*Gross Tonnage *553.91*Breadth (greatest moulded) *B 28.5'*Owners *Burns Philp (South Sea) Co Ltd*Register Tonnage *296.31*Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c)*D 12.25'*Managers *✓*

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

REGISTERED DIMENSIONS.  
FEET.Length *148.5'*Framing Depth "d" at middle of length. See  
Sec. 3 (1d)*11.08*Residence *Suva, Fiji*Breadth *28.5'*Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel*11.83*Port of Registry *Hongkong*Depth *10.6'*Do. Long Bridge to top  
of keel *✓*

If surveyed while building, afloat, or in dry dock

*While Building*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>21 1/2"</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from 1/2 length to Collision bulkhead	<i>✓</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>✓</i>		" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>30" x 36"</i>	<i>✓</i>
Frame Amidships, Angle, <i>E or F</i>	<i>4 1/2 x 3 x 38</i>	<i>✓</i>	" " top Angles <i>Single</i>	<i>4 1/2 x 4 1/2 x 38</i>	<i>✓</i>
2 Web frames in E. R. P. 3 at frames 35-40	<i>12" x 30"</i>	<i>✓</i>	" " bottom Angles <i>Single</i>	<i>5 x 5 x 38</i>	<i>✓</i>
" " Extends up to <i>Upper deck</i>	<i>✓</i>		Side Girders, No. each side and thickness	<i>None</i>	<i>✓</i>
" " <i>For 1/2 L + alternate 1/2 Prop + Fide.</i>	<i>2 1/2 x 2 1/2 x 30</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>20" x 30"</i>	<i>✓</i>
Reversed Frame Amidships, Angle <i>Single</i>	<i>3 x 3 x 34</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>3 x 2 1/2 x 28</i>	<i>✓</i>
" " in E. R. Double	<i>top of floors</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>✓</i>	
" " Extends up to <i>top of floors</i>	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
Depth of Framing Girder	<i>4 1/2"</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>	<i>Intermediate</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>33" x 30"</i>	<i>✓</i>
" " Second 'tween Decks, Angle, <i>E or F</i>	<i>3 x 3 x 34</i>	<i>✓</i>		<i>Flanged 2 1/2"</i>	<i>✓</i>
" " Third " " " "	<i>✓</i>		INNER BOTTOM PLATING.		
Framing in Peaks, Angle <i>E or F</i>	<i>4 x 2 1/2 x 34</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>39" x 32"</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>3/8" x 5 1/4"</i>	<i>✓</i>	Thickness of remainder in Holds <i>E. R.</i>	<i>32</i>	<i>✓</i>
State if Frame Joggled	<i>Yes</i>	<i>✓</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>Yes</i>	<i>✓</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Panting stringer + 11</i>	<i>✓</i>	BEAMS.		
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>Double frames for 1/2 L.</i>	<i>✓</i>	Uppermost Continuous Deck, amidships	<i>5 1/2 x 3 x 32</i>	<i>✓</i>
SINGLE BOTTOM.			" " in Wells, Angle, <i>E or F</i>	<i>4 1/2 x 3 x 30</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds	<i>14 1/4" x 32</i>	<i>✓</i>	" " in way of Bridge, Angle, <i>E or F</i>	<i>5 1/2 x 3 x 32</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>18" x 34" in E. R.</i>	<i>✓</i>	Spacing <i>Half Beams</i>	<i>4 1/2 x 3 x 30</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, <i>E or F</i>	<i>28 1/2"</i>	<i>✓</i>	" " <i>Full Beams</i>	<i>5 x 3 x 36</i>	<i>✓</i>
" " Through Plate or Intercoastal Plate	<i>4 x 3 x 32 Double</i>	<i>✓</i>	Second Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
" " Foundation Plate on Floors	<i>38 x 34</i>	<i>✓</i>	Spacing	<i>✓</i>	
" " Flat Plate Keel Angles	<i>12" x 38 x 34</i>	<i>✓</i>	Third Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
Side Keelsons, No. each side	<i>3 1/2 x 3 1/2 x 40</i>	<i>✓</i>	Spacing	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>one</i>	<i>✓</i>	Fourth Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
" " Angles <i>Top</i>	<i>30</i>	<i>✓</i>	Spacing	<i>✓</i>	
DOUBLE BOTTOM. Amidships	<i>4 1/2 x 3 x 32 x 28 Double</i>	<i>✓</i>	Poop Deck, Angle, <i>E or F</i>	<i>3 1/2 x 3 x 30</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>2 1/2 x 2 1/2 x 30 Single</i>	<i>✓</i>	Spacing	<i>2 1/2"</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>28, 2 1/2"</i>	<i>✓</i>	Bridge Deck, Angle, <i>E or F</i>	<i>3 1/2 x 3 x 30</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>3 x 2 1/2 x 28</i>	<i>✓</i>	Spacing	<i>2 1/2"</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>Yes</i>	<i>✓</i>	Forecastle Deck, Angle, <i>E or F</i>	<i>5 x 3 x 32</i>	<i>✓</i>
			Spacing	<i>2 1/2"</i>	<i>✓</i>



## 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.
<b>PILLARS, No. of Rows.</b>	one	✓	Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing.	Fels 2 1/2" Solid	✓	Thickness of Plating abreast Deck openings in way of Wells	✓	
" " " " " in Top	5 1/2" x 7/16" Tubular	✓	Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds	For 3 8" x 1/2" Tubular	✓	Thickness of Plating within line of openings	✓	
" " " " " aft	10" x 1 1/2" x 1/4" Tubular	✓	If Sheathed, material and thickness	✓	
Centre Line Bulkhead in O.P. Tank	14" x 1/4" maximum	✓	<b>Third Deck.</b>		
Stiffeners and Spacing	5 x 3 x .38	✓	Stringer Plate, breadth and thickness	✓	
Plating, thickness of	Spacing 2 1/2"	✓	If Plated, state thickness	✓	
	.30"	✓			
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness	✓	
Stringer Plate, breadth and thickness in Wells	31" x .38"	✓	If Plated, state thickness	✓	
" " " " in way of Bridge	21" x .32"	✓			
" Angle in Wells	3 1/2 x 3 1/2 x .38	✓	<b>Poop Deck.</b>		
	3 x 3 x .32	✓	Stringer Plate, breadth and thickness	15" x .26"	✓
Thickness of Plating abreast Deck openings in way of Wells	.28	✓	Plating, Sheathing, material and thickness	.26" Pine 2 1/2"	✓
Thickness of Plating abreast Deck openings in way of Bridge	.28	✓	<b>Bridge Deck.</b>		
Thickness of Plating within line of openings	.28	✓	Stringer Plate, breadth and thickness	15" x .26"	✓
If Sheathed, material and thickness	Pine 2" - 2 1/2"	✓	Plating, Sheathing, material and thickness	.26" Pine 2 1/2"	✓
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells	✓		Stringer Plate, breadth and thickness	15" x .26"	✓
			Plating, Sheathing, material and thickness	.26" Pine 2 1/2"	✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.
FLAT PLATE KEEL	38"	.48	.44	.44	✓	Double	3/4"	3"	Three	3/4"	2 5/8"
" DBLG. (if any)	✓					✓					
BOTTOM PLATING, No. of Strakes	T.A.M.A. A+B	.38	.42	.34	✓	Double	3/4"	2 1/2"	Two	3/4"	2 5/8"
BILGE PLATING, No. of Strakes	.....	.38	.34	.34	✓	Double & Single	3/4"	2 1/2"	Two	3/4"	2 5/8"
SIDE PLATING, No. of Strakes	T.A.M.A. D+E	.38	.34	.34	✓	Double & Single	3/4"	2 1/2"	Two & Three	3/4"	2 5/8"
UPPER DECK, Sheer-strake in Wells	44"	.46	.40	.40	own increase	Double & Single	3/4"	3"	Three & Two	3/4"	2 5/8"
UPPER DECK, Sheer-strake in Bridge	✓					✓					
STRAKE BELOW SHEER-strake in Wells	44"	.44			✓	Double & Single	3/4"	2 1/2"	Three & Two	3/4"	2 5/8"
STRAKE BELOW SHEER-strake in Bridge	44"	.46			✓	Double & Single	3/4"	2 1/2"	Three & Two	3/4"	2 5/8"
POOP SIDE PLATING			.26		✓	Single	5/8"	2 1/2"	Two	5/8"	2 1/4"
BRIDGE SIDE PLATING		.26			✓	Single	5/8"	2 1/2"	Two	5/8"	2 1/4"
FORECASTLE SIDE PLATING			.26		✓	Single	5/8"	2 1/2"	Two	5/8"	2 1/4"

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	6	4 B.H. + 2 per plate = 6
Extending to Upper Deck (Sec. 3 c)	6	
" Deck next below	✓	
As per Rule	4	✓

## STIFFENERS.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper between decks	Frame 27 .30	6 x 3 x .40	24"		
" " Second	Frame 31 .34	BA	24"		
" " Third	Frame 44 .26	5 x 3 x .34			
" " Holds	Frame 71 .30	6 x 3 x .34	BA 24"		
COLLISION (in Hold)	7.5" .30	7 1/2 x 3 x .34	BA 24"		
AFTER PEAK	5" .30	6 x 3 x .30	BA 24"		

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	Forging	6" x 1 1/4"	Builden	✓
STERN FRAME	Propeller Post	Cast	5 3/4 x 3 1/4	✓
	Rudder	Steel	5 1/2 x 3 1/4	✓
RUDDER—A x D		36.8 x 1.7		
Speed of Vessel		9 1/4 knots		✓
RUDDER	Stock			
" main piece at head	Forging	4" dia.		✓
" heel	✓			
" how constructed		cast steel frame		✓
" double or single plate		Double .26" each		✓
" coupling, vertical or horizontal		Vertical		✓

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) O.H. Steel

Dorman Long & Co., The Steel Co. of Scotland, The Lanarkshire Steel Co., Colvilles Ltd, Consett Iron Works, The N.W. Rivet, Bolt & Nut Factory, South Durham Steel & Iron Co. Ltd

Has the Steel been tested as required by the Rules? yes



NOV 16 1937

EQUIPMENT No. 6615 ✓

LETTER 5. ✓

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	qrs.	lbs.				
50225	1st Bower	10	1	22				12	8	3	0	Stockless		Bradley Heath 9/4/37
50226	2nd "	9	3	0				11	15	2	14	"		" Paul
50227	3rd "	9	0	10				11	4	2	21	"		"
	Collective weight.	29	1	4							29-1-0	Iron Stock		" 15/4/37
50255	Stream	3	2	16	0	3	20	6	0	3	21	3-2-0		
50256	Hedge	1	3	12	0	2	4	4	4	1	14	Not required.	Iron Stock	

## 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.		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.
36066	45	1 1/16	20 3/16	27-0-0					Bradley Heath 31/3/24	TOWLINE	75	2 1/2	13-2	75	2 1/2
36067	45	"	"	27-0-7	95-1-0	165	1 1/16	Stude N. Hingley & Sons	Paul						
106320	15 1/2	"	"	8-3-3					Netherton 4/5/37						
106321	15 1/2	"	"	8-3-17					5/5/37						
106322	15	"	"	8-2-18					Relf						
106323	15 1/2	"	"	8-2-25											
106324	14 3/4	"	"	8-1-21											
Total	165 3/4	✓ Cir.		97-2-0											
Iron Stream Chain Steel Wire	60	2 1/2	13-2			60	2 1/2	Steel Wire	British Ropes Ltd						

Steering Gear, Steam ✓

Steering Gear, Hand Builders (Two off) ✓

Boats 22 21'-0" x 7'-1" x 3'-8" Steering Chains, Size and Test 5/8" dia. 4 5/8 Tons 3/4 rods. Windlass Electric made by Thomas B. Thorge, Copenhagen Rpt. 15/3/37

Ceiling in Holds, thickness and material 2 1/2" O. Pine ✓ Cargo Battens, thickness, material and spacing 6" x 2" Pine, 9 Spacing ✓

Cargo Hatchways.—(Upper Deck) 22 24" x 42" ✓ Thickness of Hatches 2 1/2" ✓

Size of No. 1 Hatchway (Forward) 17'-11" x 10'-6" No. 2 12'-6 1/2" x 10'-6" No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters. No. 1 Hatch 3. ✓ No. 2 Hatch 2. ✓

THE HONGKONG &amp; WHAMPOA DOCK Co., Ltd.

Builder's Signature

H. E. E. E.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel oil engines (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Oil fuel is carried in deep cross bunker at aft end of engine room + in daily service tanks in engine room. Flash point above 150° F.

This vessel has been built under special survey in accordance with the approved plans and instructions, the materials have been tested by the Surveyors to this Society + the workmanship is, in my opinion, satisfactory.

The tanks, weather decks, gutters + bulkheads have been satisfactorily tested to rule requirements. The dry tank is a watertight compartment + was tested.

The freeboards assigned have been marked on the vessel's sides + cut in, freeboard report, request form + verification form have been forwarded to London.

Spare gear for steering gear supplied as per rule.

IT

The amount of Entry Fee ..... £ 8 : } Fees applied for,  
 Freeboard £ 12 : } 16th Oct. 1937  
 Special Survey Fee.... £ 110-14 : }  
 Telegrams £ 51 : } Received by me,  
 Travelling Expenses, if any £ : } 3-12 1937  
 Total £ 2311

I am of opinion the Vessel should be Classed \*100 A1 ✓

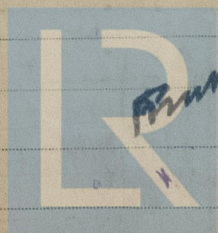
State whether the Vessel has been built under Special Survey Yes ✓

Signature

J. L. Morrison  
Surveyor to Lloyd's Register of Shipping.Certificate to be sent to Hongkong } Date of issue 19/11/38

FRI 19 NOV 1937

Committee's Minute

Character assigned +100 A1Lloyd's accd  
O.L.+ Lmb. 10.37  
oil Eng. ✓Write Gls. to  
In Lon. Chms

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Lloyd's Register  
Foundation



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.)

No sister vessel.

Plans approved Hobe, copies in London office.

Midship section of vessel as built & forging reports enclosed.

Certificate for windlass enclosed.

Particulars of Drop Test of Cast Steel Anchors, viz. —  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 6-3-24, M.A.B. 1054, 4-1-29.  
2nd " 6-0-5 G.V. 6295, 29-1-37.  
3rd " 5-2-14 G.V. 6296, 29-1-37.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 52.0 ft., Bridge 30.5 ft., Forecastle 30.5 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) 1 Steel

Official No. 159465 ; Signal Letters V.P.J.S Is bottom of Vessel coated with cement Yes if not give particulars of composition

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, of E.R. (Dry Tank)	7'-2"	14.0	Fore peak tank,	10'-9"	6.22
Double bottom, under Engines and Boilers,			After peak tank,	9'-0"	23.32
Double bottom, if under Engines only, at sides	10'-9"	8.0	Deep tank, aft, of E.R. (Oil fuel)	7'-2"	45.00
Double bottom, if under Boilers only,			Deep tank, forward,	7'-2"	32.00
Double bottom, forward,			Other tanks, if fitted,		
			(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.

Date 12<sup>th</sup> Oct. 1936

Dates of Surveys held while building

Jan. 12, 23, Feb. 2, 13, 17, 20, Mar. 12, 24, 31, April 12, 19, 26, 29, May 3, 5, 6, 10, 17, 22, 25, 28, June 1, 7, 14, 16, 18, 19, 24, 26, 28, 29, July 1, 2, 5, 8, 10, 12, 15, 19, 23, Aug. 2, 12, 18, 21, 24, 25, 30, Sept. 6, 10, 16, 20, 27, Oct. 11, 14, 16, 1937

Total No. of Visits 55