

STEEL STEAMER or MOTORSHIP

Received at London Office

4 MAR 1935

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

27th February 1935

Port of

GDYNIA

No.

1370

Survey held at DANZIG

Date First Survey

29th January 1934

Last Survey

9th February

1935

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

Steel Twin Screw Suction Hopper Dredger 'CHIEN SHE', Machinery fitted aft.

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

Full Scantling without tonnage openings

State Type of Erections Deck houses only

TONNAGE under Tonnage Deck

4426.97

CLASS 100A1 Hopper Dredger

State if with freeboard as condition of Class

No

Built at Danzig

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

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

L 360.00

Breadth (greatest moulded)

B 60.00

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

D 26.50

1st Longitudinal Number (L x D) = 9540

2nd Numeral L x (B + D) = 31140

Framing Depth "d," at middle of length. See Sec. 3 (1d)

21.25, 23.5, 15.5

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.56

Do. Long Bridge to top of keel

Draught Moulded

Launched 15th Sept. 1934 Yard No. 1301

Builders J. Schichau G.m.b.H., Danzig

Owners Whangpoo Conservancy Board

Managers

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

Residence Customs Building, Shanghai

Port of Registry Shanghai

If surveyed while building, afloat, or in dry dock

While building, afloat & in dry dock.

REGISTERED DIMENSIONS.

Length 363.69
Breadth 60.30
Depth 24.80

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship millimetres	Any Departure from Approved Plans to be Noted.	Inches in Ship millimetres	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	650	✓	Bracket Floors, Frame	90x 90x 12.5
" " from $\frac{3}{8}$ length to Collision bulkhead	650	✓	" " Reversed Frame	150 flange
" " in peaks	610	✓	" " Vertical Struts	
SIDE FRAMING. in way of E & B spaces	280x 90x 12	✓	Centre Girder, depth and thickness amidships	
Frame Amidships, Angle, E or C	180x 90x 8.5	✓	" " top Angles	
" " Extends up to	Upper deck	✓	" " bottom Angles	
Reversed Frame Amidships, Angle		✓	Side Girders, No. each side and thickness	
" " Extends up to		✓	Margin Plate depth (excl. of flange) and thickness	
Depth of Framing Girder	280x 180	✓	" " Vertical Angle to Tank side	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C		✓	" " Bracket abaft $\frac{1}{2}$ len. from stem	
" " Second 'tween Decks, Angle, E or C		✓	" " Vertical Angle to Tank side	
" " Third " " " "		✓	" " Bracket forward $\frac{1}{2}$ len. from stem	
FRAMING IN FORWARD HOLD	200x 90x 12	✓	" " Gussets, spacing and scantling	
Frame in Peaks, Angle, E or C	165x 90x 9	✓	" " abaft $\frac{1}{2}$ len. from stem	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 spaced 15/4	✓	" " Gussets, spacing and scantling	
" " in way of Hoppers & Tanks	22 spaced 12/1	✓	" " forward $\frac{1}{2}$ len. from stem	
State if Frame Joggled	No	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	The construction at the ends of the vessel carried out in accordance with the approved plans & Rule requirements	✓	INNER BOTTOM PLATING.	
STRENGTHENING OF BOTTOM FORWARD. State Particulars		✓	Breadth and thickness of Middle Line Strake	
SINGLE BOTTOM. FLOORS IN WAY OF HOPPERS	600x 13	✓	Thickness of remainder in Holds	
Floors, Depth and thickness at mid-line in Holds	890x 12.5, E.S.P. 13.5	✓	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?	
Height of Brackets at side above base line at toe of frame	1780	✓	BEAMS.	
Middle Line Keelson, on Floors, Angles, E or C	150x 90x 12, B.S.P. 14.5	✓	Uppermost Continuous Deck, amidships	150x 90x 12
" " Through Plate or Intercoastal Plate	1040x 12.5-10, B.S.P. 15	✓	" " in way of Hoppers & Bunkers in Wells, Angle, E or C	200x 90x 11
" " Foundation Plates on Floors	300x 12.5-10, B.S.P. 15	✓	" " in way of Bridge, Angle, E or C	230x 90x 11
" " Flat Plate Keel Angles	100x 100x 15-12.5	✓	" " Spacing	650
Side Keelsons, No. each side	Two in E.S.P. Three	✓	TWEEN DECK FORWARD	
" " thickness of Intercoastal Plate	10.5, B.S.P. 13	✓	Second Deck, amidships, Angle, E or C	300x 90x 13.5
" " Angles	150x 90x 13-10, B.S.P. 15.5	✓	" " Spacing	1300
DOUBLE BOTTOM. (LATERAL TANKS ABREAST HOPPERS.)	Top PLATING: 9	✓	TWEEN DECK AFT	
Solid Floors, thickness and spacing	600x 13	✓	Third Deck, amidships, Angle, E or C	200x 95x 10
" " Are Frame and Reversed Frame joggled?	No	✓	" " Spacing	650
Bracket Floors, breadth and thickness at middle line		✓	Fourth Deck, amidships, Angle, E or C	
" " breadth and thickness at margin plate		✓	" " Spacing	
			Poop Deck, Angle, E or C	
			" " Spacing	
			Bridge Deck, Angle, E or C	
			" " Spacing	
			Forecastle Deck, Angle, E or C	
			" " Spacing	

PILLARS AND DECKS.

		INCHES IN BRIT. MILLIMETRES	Any Departure from Approved Plans to be Noted.	INCHES IN BRIT. MILLIMETRES	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows. ✓ = 1 Row. ✕ = 2 Rows...					
"	IN FORE PEAK ABOVE TANK	✓ 50 solid 163/54	✓		
"	in ^{FORWD.} TWEEN Decks, Size and Spacing...	✕ 88 " " 143 1/54			
"	IN AFTER TW. DK " " "	✕ 100 " " 316			
"	IN FORWD. HOLD " " "	✕ 125 " " 143 7/154			
"	IN PUMP ENG. ROOM	✕ 305 x 9.5 hollow 3/4 129	See plans		
"	in HOLD MAIN ENG. ROOM	✕ " x " " 24 x 35			
Note: The hollow pillars are sol. drawn. Tensile 55-65 kg		✓ 130 x 130 x 15 double angles w/ 10 deep brackets top & bott.	Hollow pillars omitted owing to shipping & machinery in way.		
Centre Line Bulkhead.		✓			
Stiffeners and Spacing.....		✓			
Plating, thickness of		✓			
STRINGERS AND DECKS.					
Uppermost Continuous Deck. WAY OF HOPPERS					
Stringer Plate, breadth and thickness in Wells		1780 x 20	✓		
" " doubled from frame 64 to 123		1780 x 20	✓		
" " at ends		965 x 10	✓		
" " " " in way of Bridge					
ANGLE IN WAY OF HOPPERS		160 x 160 x 20	✓		
" Angle in Wells CLEAR OF HOPPERS....		160 x 160 x 19	✓		
" " AT ENDS		130 x 130 x 13 1/2	✓		
Thickness of Plating abreast Deck openings		90 x 90 x 10	✓		
in way of Wells.. FORWARD.....		19 1/2 10	✓		
Thickness of Plating abreast Deck openings		20 1/2 9.5	✓		
in way of Bridge AFT.....					
Thickness of Plating within line of openings...		9 1/2 8.5	✓		
Doubled in way of windlass					
If Sheathed, material and thickness FWD & AFT.		63 teak	✓		
Second Deck. TWEEN DECK FORWARD					
Stringer Plate, breadth and thickness in Wells...		900 x 10 1/2 9	✓		
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings...					
If Sheathed, material and thickness					
Third Deck. TWEEN DECK AFT					
Stringer Plate, breadth and thickness.....		900 x 8.5	✓		
If Plated, state thickness. (CLEAR OF AFT TANK).		6	✓		
Fourth Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness ...					
Bridge Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					
Forecastle Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					

SHELL PLATING.

SCANTLINGS.					RIVETING. ✓									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.						
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>Jogged</i>	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 mm	Inches mm	Inches mm	Inches mm						Inches mm	Inches mm		Inches mm	Inches mm
FLAT PLATE KEEL	1200	17.5	16	16	/	double	22	85	3	22	7/8	lapped		
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓		
BOTTOM PLATING, No. of Strakes 5	1545	14	11.5	11.5	/	double	22	85	3	22	7/8	lapped		
BILGE PLATING, No. of Strakes 1	1703	14	12.5	12.0	/	"	"	"	"	"	"	"		
SIDE PLATING, No. of Strakes 2	1810	14	12.5	12.0	/	"	"	"	"	"	"	"		
UPPER DECK, Sheer strake in <i>Wells Way</i> of HOPPERS	1405	14 & 13.5	10.5	10.5	/	"	25	100	3	25	100	double strapped		
UPPER DECK, Sheer strake in Bridge CLEAR OF HOPPERS	1240	22			/	"	25	100	3	25	100	"		
STRAKE BELOW Sheer strake in <i>Wells Way</i> of HOPPERS	1540	19	10.5	10.5	/	"	25	100	4	25	100	lapped		
STRAKE BELOW Sheer strake in Bridge CLEAR OF HOPPERS	1240	18			/	"	25	100	4	25	100	"		
POOP SIDE PLATING	1240	19	10.5	10.5	/	"	25	100	4	25	100	"		
BRIDGE SIDE PLATING ...	✓ The Upper Deck Sheer strake doubled on port & starb. sides all from between frames 60 & 61 to between frames 72 & 73 and forward from between frames 112 & 113 to between frames 123 & 124 by 23 mm plates also in way of port & starb. overflow boudoirs. The outside plating doubled & reinforced in way of overboard discharge openings from main dredging pump.													
FOREC'TLE SIDE PLATING														
FORGINGS and CASTINGS.														

WATERTIGHT BULKHEADS.

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

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
" " Second					
" " Third					
" " Hold					
" " Hold					
COLLISION					
AFTER PEAK					

Please see back of this form

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		—	NONE.	
STEM	Made of plates & sections as per approved plan			
STERN FRAME { Rudder Propeller Post	Casting	as per approv. Y. Schichan, ed plan	Belting	
{ Rudder				
RUDDER—A × D × 100	168 1/2			
Speed of Vessel	10 1/4 knots			
RUDDER mainpiece at head ...	Forging	2 1/2 mm dia	Y. Schichan, Belting	
" " heel ...				
" how constructed	Electrically welded & as per approved plan			
" double or single plate	Double plate	12 mm		
" 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) *Bethlehem-Hütte, Oberhausen, Neu-*
Oberhausen & Schwabe-Ruhr. Dortmund-Hoerder Hüttenverein A.-S., Hoerde & Dortmund. Klockner-Werke A.-S., Haspe. August Thyssen-Hütte, Hamborn & Menden. Mannes-
mann-Röhren-Werke, Düsseldorf, Huckingen & Schalke. Burbacher-Hütte, Burbach.
Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 31890												LETTER x		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.	cwts.	qrs.	lbs.				
41	1st Bower ...	54	2	18	Stockless			45	3	1	2	53.33	Hall's Type. Cast Steel Head	J. Schichau, Elbing Danzig, 29.11.34, J. Schnell	
42	2nd " ...	54	2	16	"			45	3	0	4	53.33	" " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "
43	3rd " ...	54	2	4	"			45	4	0	24	53.34	" " " " " "	" " " " " "	" " " " " " " " " " " "
	Collective weight.	163	3	13								160.00			" " " " " " " " " " " "
	Stream	18	2	22	"			19	12	1	9	18.70 approx.	" " " " " "	" " " " " "	" " " " " " " " " " " "

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- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
1038	271.2	2 2/16	81.25	113.75	653.2.24	608.75	270	2 2/16	Mild Steel Stud Link	Kellenwerke Schiefer, Brune	Brune, 10.10.34, J. Quast	TOWLINE	123.03	4 1/2	58.75	120	43.3		
												HAWSERS & WARPS	2@ 92.46	3 1/4	28.80	90	21.7		
												"	2@ 92.46	2 1/2	17.68	90	13.2		
Iron Stream Chain or Steel Wire	90	1 3/16	25.375	38	69.0.7	65.25	90	1 3/16	Mild Steel Stud Link	- do -	Brune, 22.9.34, J. Quast								
MAKERS OF STEEL WIRE ROPES: Aktiengesellschaft für Seilindustrie vormals Ferdinand Wolff, Mannheim - Neckarau. Cables dated: 15.8.34																			


Steering Gear, Steam Made by J. Schichau, S. m. b. H., Elbing, Works No. 20 325										Steering Gear, Hand Made by J. Schichau S. m. b. H., Elbing Works No. 20 344					
Boats 2 life boats, 1 motor launch, hand out TELEMOTOR GEAR: Made by Deutsche Werke Kiel and Magdeburger										Windlass Made by J. Schichau, Elbing Works No. 20 326					
Ceiling in Holds, thickness and material 50mm Fir. Double under hatchway										Cargo Battens, thickness, material and spacing not fitted in forward hold					
Cargo Hatchways.-(Upper Deck) Coamings 880mm ab. steel deck, 11mm thick										Thickness of Hatches 75 mm					
Size of No. 1 Hatchway (Forward) 1950x4550mm										No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓					
Number of Shifting Beams and/or Fore and Afters None										F. Schichau G. m. b. H. Elbing Abt. Schiffswerft zu Danzig					
										Builder's Signature <i>Heinrich Schumann</i>					

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. Please see below (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The quality of the workmanship is good. The vessel has been constructed in accordance with the Rule requirements, the approved plans and the Secretary's letters. She was surveyed during construction on the stocks, afloat and in dry dock after grounding in the Pillau-Koenigsberg Canal on the 5th January 1935 when she sustained the following damage which was permanently repaired: The flanged bottom strake plating of the inner hopper side starboard was vertically fractured in the solid material between frames 89+90, 99+100 and 109+110. The three damaged plates were cropped and partly renewed. - A small indentation in the stem plating near the waterline on the starboard side attributed to ice was faired in place. - The following damage was sustained at Pillau during the night from the 6th to the 7th January 1935 through allowing the water in the windlass steam cylinders to freeze: Both steam cylinders of the windlass, the cast iron bed plate, the port cast iron crank bearing bracket fractured and the crank shaft bent. These parts have been renewed. - The terms of the Owners' contract and specification have been carried out, as far as this is possible at the Builders' yard. - The oil side and pocket bunkers as well as the oil fuel settling tanks have been constructed in accordance with the Rules for carrying and burning of oil fuel and the approved plans. These spaces which were duly tested by water pressure and found tight are not to be

The amount of Entry Fee £	Fees applied for, to be collected by Shanghai office	I am of opinion the Vessel should be Classed *100A1 Hopper Dredger
Inclusive Fee £1250 -	Received by me, 14/7/35	
Special Survey Fee ... £		
(Gdynia £677, Stn Labr, Def £196, Lbr £96)		
Travelling Expenses, if any £ 18-0-0		
Re. Fees & Expenses please see back of this form.		
State whether the Vessel has been built under Special Survey Built under Special Survey		
Certificate to be sent to Shanghai Office	Date of issue 21/13/35	Signature James C. Dykes Surveyor to Lloyd's Register of Shipping.

Committee's Minute	TUE. 19 MAR 1935	TUE. 27 AUG 1935
Character assigned	+100A1 Hopper dredger Lloyd's A & C.P.: mech. aft.: Rudder electrically welded. midship +LMC 2.35 7.D. O.G.	
	951	
	write thi.	



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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.)

used for oil fuel at present as the dredger is to burn coal for an indefinite period. Coaling openings have therefore been cut into the bunker sides fitted with ordinary steel sliding doors in way of the stokehold. In case oil is to be carried as fuel the bitumastic coating has to be removed from the bunkers, the openings in way of the stokehold permanently closed, the bunkers retested and all requirements regarding fittings & control completed. Where electric welding has been applied (Please see the approved plans) the Rule requirements have been complied with. Electrodes used: For parts under Section 4, clause 166: "Böhler *B Elite" & "Kjellberg St. 37 B". For parts under section 4, clause 4: "Westfälische Union A.G. 'S.H. Gelb.'" The fore and after peak tanks and the lateral feed water tanks in way of the hoppers have been tested by water pressure as per Rule and found tight. The watertight bulkheads clear of tanks and the weather decks have been hose tested and found tight. The hand pumps and watertight doors have been examined and tested and found to be in efficient condition. The main windlass, steam anchor winch and steering arrangements have been tried under working and manoeuvring conditions also the dredging arrangements & appliances and found to be satisfactory. It is therefore submitted that a date of build 1935, second month be assigned by the Committee. The dredger is now on her way to Shanghai under her own steam. At Shanghai she is to be submitted to her final trials and examinations before acceptance by the Owners. With reference to the services rendered by this Society's Surveyors at Danzig & Telling and the Surveyors attendance required at Shanghai before delivery, the Owners Superintendent proposed that the account for all services, as agreed with the Owners, (Please see London letter dated 8.12.33, initially) plus expenses, be rendered by the Shanghai Surveyor on completion of his work. Please see also Sydney letter dated 28.2.35

	PLATING	STIFFENERS			
		VERTICAL		HORIZONTAL	
	THICKNESS		SPACING	SCANTLINGS	SPACING
AFTER PEAK FRAME 12	12 1/2 6-5	230 x 90 x 11 1/2 150 x 75 x 10 o.a. 150 x 75 x 7-5	610	one in tank Plat 380 x 9-5 Face bar 130 x 75 x 10 o.a.	
FRAME 39	11-5 4 6-5	250 x 90 x 11 1/2 300 x 90 x 13 1/2	630 760	two plate girders each side of tank	
FRAME 68	11-5 1/2 10	230 x 90 x 11 1/2	704 5 7 7 1		
		230 x 90 x 11-5 1/2			
		280 x 90 x 13 1/2			
		300 x 90 x 13 1/2			
		300 x 90 x 15 1/2			
FRAME 118	11-5 1/2 10	381 x 102 x 13 x 16 L	695		
		381 x 102 x 13 x 16 L	633		
		one 90 x 75 x 10 o.a.			
		230 x 90 x 11 1/2	555 6 7 7 5	250 x 90 x 12 1/2	Please see plan
		230 x 90 x 13 1/2		230 x 90 x 11 1/2	
FRAME 139	12 1/2 6-5	250 x 90 x 11 1/2	760	150 x 90 x 10 o.a.	
		250 x 90 x 11 1/2			
		150 x 75 x 7-5			
FORE PEAK FRAME 160	12 1/2 6-5	250 x 90 x 11 1/2 200 x 75 x 11 1/2 115 x 65 x 8-5	610	one in tank Plat 380 x 9-5 Face bar 150 x 75 x 12 o.a.	

Hopper side plating: 12 to 10 mm ✓
" " stiffeners: Outer 180 x 75 x 12 1/2. Inner 250 x 90 x 11 1/2

Dredging well plating: 13 to 12 mm. Inner strakes in way of dredging ladder guides doubled. Bottom strakes doubled fore & aft by 250 x 15 mm plates. Additional vertical doublings of 11 mm thickness fitted in way of ladder guides.

" " stiffeners: 230 x 90 x 11-5 to 10-5 ✓
See plans

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower (Statutory Cert. No. 41)	Weight of head: 36.2.8, Surveyors Initials: F.S., No. of Cert.: 9. Date of Test: Telling, 30.8.34
	2nd "	(" " " 42) " " " : 36.3.13, " " " : 10. " " " : " " "
	3rd "	(" " " 43) " " " : 36.3.11, " " " : 11. " " " : " " "
	STREAM	(" " " 44) " " " : 12.1.24, " " " : 12. " " " : " " "

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. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Dk. S.L.

Official No. ✓ ; Signal Letters YMBP for voyage from Danzig to Shanghai only. Is bottom of Vessel coated with cement cement & bitumastic if not give particulars of composition Bottom inside coated with a) Cement in way of peaks, fd. hold & hoppers bitumastic in way of machinery spaces & bunkers.
" outside " " one coat of Anti-corrosive Composition & two coats of Anti-fouling Composition supplied by Rathjens, Hamburg

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	20.34	16.0
Double bottom, under Engines and Boilers,			After peak tank,	24.02	15.7
Double bottom, if under Engines only,			Deep tank, aft, Lateral Tanks in way of port hopper	106.63	12.7
Double bottom, if under Boilers only,			Deep tank, forward, " " " " " " " " " " " "	106.63	12.7
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(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. ✓	Dates of Surveys held while building	1934: Jan. 29 Feb. 6, 13, 14, 26 Mar. 1, 7, 8, 15, 22, 27 Apr. 4, 12, 18, 26 May 2, 4, 14, 16, 23, 28
Date: Please see the Secretary's letter dated 8.12.33 initial M.		" June 2, 8, 13, 15, 26, 27 July 2, 9, 11, 18, 19, 26, 30 Aug. 2, 6, 8, 9, 11, 16, 20, 22, 23, 25, 29 Sept. 4, 5, 8, 10, 11, 13
		" 14, 15, 18, 19, 20, 26 Oct. 2, 3, 6, 8, 10, 12, 15, 16, 17, 19, 20, 30, 31 Nov. 1, 3, 7, 9, 12, 15, 16, 17, 23, 24, 30 Dec. 8, 11, 13, 14, 15, 16,
		" 17, 19, 20, 28 1935 Jan. 4, 5, 19, 22, 23, 24, 25, 28, 29 Feb. 2, 5, 6, 8, 9
		Total No. of Visits 105