

STEEL STEAMER OR MOTORSHIP.

Received at London Office

23 JUL 1928

State of Report has been sent on the Freeboard of the Vessel *yes*State of Report is sent on the Machinery of the Vessel *yes*Date of completion of report *June 30th 1928*Port of *Hong Kong*No. *6300*Survey held at *Hong Kong*Date First Survey *26th Jan.*Last Survey *18th June*19 *28*On the (State if Machinery fitted Aft and Fore) *Single Screw Motor Ship "P. ABOITIZ"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *✓*TONNAGE under Tonnage Deck *270.70*CLASS *100 A1*State if with freeboard as condition of Class *No*Built at *Hong Kong*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 134.0*Launched *25th April 1928* and No. *644*Total *270.70*Breadth (greatest moulded) *B 27.0*Builders *Hong Kong & Whampoa Dock Co Ltd*Gross Tonnage *324.21*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 11.16*Owners *La Naviera Filipina Inc.*Register Tonnage *187.27*1st Longitudinal Number (L x D) *= 1496.78*Managers *✓*

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

2nd Numerical L x (B + D) *= 5114.78*Residence *Cebu, P. I.*

REGISTERED DIMENSIONS.

Length *134.00*Framing Depth "d," at middle of length. See Sec. 3 (1d) *10.04*Breadth *27.10*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12*Port of Registry *Cebu*Depth *10.50*Do. Long Bridge to top of keel *✓*If surveyed while building, afloat, *and* in dry dock *yes*

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>		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>✓</i>	
Frame Amidships, Angle, <i>4 x 2 1/2 x 35</i>	<i>4 x 2 1/2 x 35</i>		" " top Angles	<i>✓</i>	
" " Extends up to <i>Upper deck</i>	<i>Upper deck</i>		" " bottom Angles	<i>✓</i>	
Reversed Frame Amidships, Angle <i>double in E.R. only</i> <i>3 x 3 x 40</i>	<i>3 x 3 x 40</i>		Side Girders, No. each side and thickness	<i>✓</i>	
" " Extends up to <i>top of floor</i>	<i>top of floor</i>		Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	
<i>Floors flanged in holds in line</i>			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>✓</i>	
Depth of Framing Girder	<i>4"</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>✓</i>	
Frames in Uppermost Continuous tween Decks, Angle, <i>[or [</i>	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
" " Second tween Decks, Angle, <i>[or [</i>	<i>✓</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	
" " Third " " "	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
Framing in Peaks, Angle or <i>S</i>	<i>4 x 2 1/2 x 30</i>		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>5/8" x 4 1/2"</i>		Breadth and thickness of Middle Line Strake	<i>✓</i>	
State if Frame Joggled	<i>yes</i>		Thickness of remainder in Holds	<i>✓</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>6 x 3 x 35 beams Side Stringers. Deep frames 5 x 3 x 3 BA Double frames forward of 3/4 length. Shell thickness maintained to rule position of Coll. Bldg. Side stringers Keelsons</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>✓</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>14 x 30 E.R. 35"</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Webs, Angle, <i>[or [</i>	<i>5 x 3 x 30</i>	
Floors, Depth and thickness at mid-line in Holds	<i>32"</i>		" " in way of Bridge, Angle, <i>[or [</i>	<i>21 1/2"</i>	
Height of Brackets at side above base line at toe of frame	<i>3 1/2 x 3 1/2 x 30</i>		Spacing	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, <i>[or [</i>	<i>18 x 35 1/2 x 30</i>		Second Deck, amidships, Angle, <i>[or [</i>	<i>✓</i>	
" " Through Plate <i>or</i> Intercoastal Plate	<i>12 x 35 1/2 x 30 each side</i>		Spacing	<i>✓</i>	
" " Foundation Plate on Floors	<i>3 1/2 x 3 1/2 x 35 double</i>		Third Deck, amidships, Angle, <i>[or [</i>	<i>✓</i>	
" " Flat Plate Keel Angles	<i>4 x 3 x 30</i>		Spacing	<i>✓</i>	
Side Keelsons, No. each side <i>one</i>	<i>30", 2 1/2" flange to shell</i>		Fourth Deck, amidships, Angle, <i>[or [</i>	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>2 1/2 x 2 1/2 x 30</i>		Spacing	<i>✓</i>	
" <i>shell</i> Angles <i>in E.R. for 3 1/2 L</i>			Poop Deck, Angle, <i>[or [</i>	<i>✓</i>	
DOUBLE BOTTOM.			Spacing	<i>✓</i>	
Solid Floors, thickness and spacing	<i>✓</i>		<i>3 shade</i> Bridge Deck, Angle, <i>[or [</i>	<i>3 1/2 x 2 1/2 x 30</i>	
" " Are Frame and Reversed Frame joggled?	<i>✓</i>		Spacing	<i>21 1/2 x 27"</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Forecastle Deck, Angle, <i>[or [</i>	<i>✓</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<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.
PILLARS , No. of Rows.....	Two		Stringer Plate, breadth and thickness in way of Bridge	✓	
" ^{upper} in 'tween Decks, Size and Spacing.....	2 3/4" x 5 1/2" tubes 86" (4 frame spaces)		Thickness of Plating abreast Deck openings in way of Wells	✓	
" " " " " "	✓		Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds " " "	2 3/4" solid 86" (4 frame spaces)		Thickness of Plating within line of openings.....	✓	
" " " " " "	✓		If Sheathed, material and thickness	✓	
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	27" x 36"		If Plated, state thickness	✓	
" " " " in way of Bridge	ends 18" x 30"		Poop Deck.		
" Angle in Wells	3 1/2 x 3 1/2 x 36		Stringer Plate, breadth and thickness	✓	
" at ends 3" x 3" x 30"			Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating abreast Deck openings in way of Wells	-30"		Shade Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge			Stringer Plate, breadth and thickness.....	18" x 25"	
Thickness of Plating within line of openings...			Plating, Sheathing, material and thickness ...	25", Pine 2"	
If Sheathed, material and thickness	✓		Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells...	✓		Plating, Sheathing, material and thickness ...	✓	

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	38"	.45"	.40"	.40"		double	3/4"	3"	Three	3/4"	2 5/8"	Lapped
" DBLG. (if any)	✓											
BOTTOM PLATING, No. of Strakes <i>Two</i>35"	.35"	.30"		Single	5/8"	2 1/2"	Two	5/8"	2 1/4"	"
BILGE PLATING, No. of Strakes <i>One</i>35"	.30"	.30"		Single	5/8"	2 1/2"	Two	5/8"	2 1/4"	"
SIDE PLATING, No. of Strakes <i>One</i>40"	.30"	.30"		Single	3/4"	3"	Three and Two at ends	3/4"	2 5/8"	"
UPPER DECK, Sheer- strake in Wells45"	.30"	.30"	.43" on plan amidships	Double	3/4"	3"	Three and Two at ends	3/4"	2 5/8"	"
UPPER DECK, Sheer- strake in Bridge ...		✓				✓			✓			
STRAKE BELOW Sheer- strake in Wells40"	.30"	.30"		Single	3/4"	3"	Three and Two at ends	3/4"	2 5/8"	"
STRAKE BELOW Sheer- strake in Bridge ...		✓										
POOP SIDE PLATING		✓										
<i>House</i> BRIDGE SIDE PLATING25"	✓	✓		Single	5/8"	2 1/2"	One	5/8"	2 1/4"	"
<i>Open</i> FORECASTLE SIDE PLATING		✓	.25"	✓		Single	5/8"	2 1/2"	One	5/8"	2 1/4"	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)

4

" Deck next below

✓

As per Rule

4

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD , Upper 'tween decks	Frame No 38 7/20"	Angles 6x3x35	29" 30"	✓	
" " Second	Frame No 25 7/20"	Angles 6x3x35	29" 30"	✓	
" " Holds	✓	6x20 + angles	✓		
COLLISION " (in Hold)	✓	8/20 + angles	6x3x35, 24"	✓	
AFTER PEAK "	✓	6/20 + angles	6x3x35, 24"	✓	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	H & W.	✓
STEM	Steel Forging	6x1 1/4"	Dock Co	✓
STERN FRAME { Propeller Post	"	5 1/2 x 2 3/4"	"	✓
{ Rudder "	"	5 1/2 x 2 3/4"	"	✓
RUDDER—A x D	4.4 +	9 knots loaded		✓
Speed of Vessel	Steel Forging	3 1/2"		✓
RUDDER mainpiece at head ...	✓	2 3/4"		✓
" " heel ...	✓			✓
" how constructed	3 forged arms			✓
" double or single plate	Single	76"		✓
" 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) *The Steel Co. of Scotland, Wm Beardmore, Connell Iron Co. Ltd, David Colville & Son Ltd, The South Durham Steel & Iron Co. Dorman Long.*

Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 5569										LETTER f		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.				
17190	1st Bower ...	7	2	0	2	0	0	9	14	0	0	7 1/4	Ordinary	Not given	Cardiff
17191	2nd „ ...	7	1	0	2	0	0	9	10	0	0	7 1/4	Iron Stock	on Certifs.	6/12/27
v	3rd „ ...														
	Collective weight.	14	3	0								14 1/2			A. Jones
17189	Stream	3	3	0	1	0	0	6	2	2	0	3	- do -		Super.

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.		
77218	45	1"	18	27	88-0-0			84	165	1"	Steel Link	N. Hingley & Sons Ltd	Nether-ton	TOWLINE	75	2 1/2"	75	2 1/2"	
77338 & 77345	120	1"	18	27								20/6/24 and 28/8/24	HAWSERS & WARPS	90	2"	7	90	2"	
Iron Stream Chain or Steel Wire	45	2 1/2"	12 1/2	-					45	2 1/2"	Steel Wire	R. Hood Haggis & Son	H. Green Super	"					

Steering Gear, Steam *None* Steering Gear, Hand *Builders*

Boats *22 20' x 6'-9" x 2'-7"* Steering Chains, Size and Test *5/8", 5 5/8 Tons, Rods 3/4"* Windlass *Clarke Chapman driven by 12/14 B.H.P. Hercules motor (Petter type 3)*

Ceiling in Holds, thickness and material *2" Pine* Cargo Battens, thickness, material and spacing *Fore hold: Vertical spacing 1 1/2", spacing 5", aft Hold & Horiz. spacing 1 1/2" spacing 7"*

Cargo Hatchways. (Upper Deck) *Cramming 39" Tysack has on top Height 24"* Thickness of Hatches *2 1/2" O. Pine.*

Size of No. 1 Hatchway (Forward) *8'-11 1/2" x 8'* No. 2 *same* No. 3 *same* No. 4 *x* No. 5 *x* No. 6 *x*

Number of Shifting Beams and/or Fore and Afters *One fore & after to each hatch, 8 1/2" x 8" hard wood.*

HONGKONG & WHAMPOA DOCK CO., LTD.

Builder's Signature *R. H. Dunn* Chief Manager

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans & instructions & the materials have been tested by the Surveyors to this Society, & the workmanship is, in my opinion, satisfactory.*

The Peak tanks, weather decks & bulkheads have been satisfactorily tested.

The freeboard has been verified & cut in, verification form & freeboard request form have been forwarded to London.

The amount of Entry Fee £6 = *£59.00* Fees applied for, *18/6 1928*

Special Survey Fee.... £65 = *£642.00* Received by me, *1.10.28*

Freeboard £6 = *£59.00*

Travelling Expenses, if any £ *75.00*

Cablegram *10.00*

Total *£845.00*

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

H.M. Certificate to be sent to *Builder* H.K.G. Date of issue *8/8/28*

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

with notation of LLOYDS A & C.P.

Signature *H. Morrison* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 27 JUL 1928*

Character assigned *+100 A1*

Lloyd's A & C.P.

Oil Engines

Wise & Co (after inspection)

My

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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.)

This vessel has been constructed in accordance with the approved plans & instructions, copies of which are in the London Office.

Plan of midship section of vessel as built enclosed.
Fogging report enclosed.

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

1st Bower

2nd "

3rd "

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) *one deck steel & shade deck, tie plates, sheathed 2" Pine.*

Official No.

: Signal Letters

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,	<input checked="" type="checkbox"/>		Fore peak tank,	11.0	19
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>		After peak tank,	10.5	18
Double bottom, if under Engines only,	<input checked="" type="checkbox"/>		Deep tank, aft,	<input checked="" type="checkbox"/>	
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>		Deep tank, forward,	<input checked="" type="checkbox"/>	
Double bottom, forward,	<input checked="" type="checkbox"/>		Other tanks, if fitted,	<input checked="" type="checkbox"/>	
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.

Date *29/11/27*

Dates of Surveys held while building

1928

Jan 26, Feb. 2, 6, 14, 16, 20, 22, 27, Mar. 2, 8, 13, 21, 23, 29,

April 2, 5, 11, 17, 24, May 3, 7, 11, 15, 18, 29, June 5, 11, 14 & 18.

Total No. of Visits *29*