

State if Report is sent on the Machinery of the Vessel. yes

State Type *Full Scantling, Complete Superstructure with or without Tonnage Openings* *Full Scantling* State Type of Erections *Pop. Bridge, Four*

Launched 14 August 1926 Yard No. 312

Do. of space or spaces) Length from fore part of stem to after part of stern) L 264 Launched 14 August 1926 Yard No. 312

Breadth (greatest moulded) ..... B 34 Builders Messrs Wilson's Eng. & Shipway Co.

Total	Depth, at middle of length from top of keel to top of beam at side of innermost continuous	118 5	Owners	Thos. Eng. Moh. Steamship Co. Ltd.
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Gross Tonnage 1594 deck. See Sec. 3 (1c) )

And Numerical  $I \times (R + D) = 14652$

**REGISTERED DIMENSIONS.** Framing Depth "d." at middle of length. See 15 62 Residence Singapore

FEET. Sec. 3 (1a) ..... )  
**Proportions**—Depth to Length—Uppermost con- 14 24 Port of Registry Singapore

Do. Long Bridge to top } If surveyed while building, afloat, or in dry dock

Draught Moulded ..... 16'-5 <sup>7</sup>/<sub>8</sub> white Building

## FRAMES, DOUBLE BOTTOM AND BEAMS.

[illegible]



## 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>	<i>one</i>		Stringer Plate, breadth and thickness in way of Bridge .....	<i>✓</i>	
" in 'tween Decks, Size and Spacing.....	<i>✓</i>		Thickness of Plating abreast Deck openings in way of Wells .....	<i>✓</i>	
" " " " "	<i>✓</i>		Thickness of Plating abreast Deck openings in way of Bridge .....	<i>✓</i>	
" in Holds .....	<i>3 3/4 and</i>		Thickness of Plating within line of openings....	<i>✓</i>	
" " " " "	<i>as approved at alternate beam</i>		If Sheathed, material and thickness .....	<i>✓</i>	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
Plating, thickness of .....	<i>✓</i>		If Plated, state thickness.....	<i>✓</i>	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>56 x .54</i>		If Plated, state thickness .....	<i>✓</i>	
" " " " in way of Bridge	<i>56 x .42</i>		<b>Poop Deck.</b>		
" Angle in Wells .....	<i>5 x 5 x .54</i>		Stringer Plate, breadth and thickness .....	<i>30" x .30"</i>	
Thickness of Plating abreast Deck openings } in way of Wells .....	<i>(30)</i>	<i>see plans</i>	Plating, Sheathing, material and thickness ...	<i>.30 lead 2 1/2"</i>	
Thickness of Plating abreast Deck openings } in way of Bridge .....	<i>30</i>		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings..	<i>.30</i>		Stringer Plate, breadth and thickness.....	<i>44 x .38</i>	
If Sheathed, material and thickness .....	<i>lead 2 1/2</i>		Plating, Sheathing, material and thickness ...	<i>.34 lead 2 1/2</i>	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>30" x .30"</i>	
			Plating, Sheathing, material and thickness ...	<i>.26 lead 2 1/2</i>	

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>yes</i>			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>43</i>	<i>.54</i>	<i>.50</i>	<i>.50</i>	<i>✓</i>	<i>double</i>	<i>7/8</i>	<i>3 3/8</i>	<i>three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>	
„ DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		
BOTTOM PLATING, No. of Strakes .....	<i>67</i>	<i>.44</i>	<i>.44</i>	<i>.38</i>	<i>✓</i>	<i>double</i>	<i>3/4</i>	<i>3</i>	<i>three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>„</i>	
BILGE PLATING, No. of Strakes .....	<i>63</i>	<i>.44</i>	<i>.38</i>	<i>.38</i>	<i>✓</i>	<i>{ upper edge single</i>	<i>3/4</i>	<i>3</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	
SIDE PLATING, No. of Strakes .....	<i>66</i>	<i>.44</i>	<i>.38</i>	<i>.38</i>	<i>„</i>	<i>single</i>	<i>3/4</i>	<i>3</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>47</i>	<i>.68</i>	<i>.38</i>	<i>.38</i>	<i>✓</i>	<i>single</i>	<i>7/8</i>	<i>3 3/8</i>	<i>four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>	
UPPER DECK, Sheer- strake in Bridge ...	<i>47</i>	<i>.44</i>			<i>✓</i>	<i>single</i>	<i>3/4</i>	<i>3</i>	<i>four</i>	<i>3/4</i>	<i>3</i>		
STRAKE BELOW Sheer- strake in Wells.....	<i>66</i>	<i>.56</i>			<i>✓</i>	<i>single</i>	<i>3/4</i>	<i>3</i>	<i>three</i>	<i>3/4</i>	<i>2 5/8</i>		
STRAKE BELOW Sheer- strake in Bridge ...	<i>66</i>	<i>.44</i>			<i>✓</i>	<i>single</i>	<i>3/4</i>	<i>3</i>	<i>three</i>	<i>3/4</i>	<i>2 5/8</i>		
POOP SIDE PLATING .....				<i>.30</i>	<i>✓</i>	<i>single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>one.</i>	<i>5/8</i>	<i>2 1/4</i>		
BRIDGE SIDE PLATING ...		<i>.42</i>			<i>✓</i>	<i>single</i>	<i>3/4</i>	<i>3</i>	<i>two</i>	<i>3/4</i>	<i>2 5/8</i>		
FOREC'TLE SIDE PLATING			<i>.32</i>		<i>✓</i>	<i>single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>one</i>	<i>5/8</i>	<i>2 1/4</i>		

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c).....		<i>four</i>			
" Deck next below.....		<i>✓</i>			
As per Rule.....		<i>four</i>			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
" " Second "					
" " Hold Third frame, 53	36-26	7 x 3 x 44	5		30"
" " Holds 81	40-26	7 x 3 x 44	5		30
COLLISION	(in Hold)	42-26	8 x 3 x 40	5	Below 7 feet
		6 x 2 3/4 x 36	5	Above 5 feet	24
AFTER PEAK	"	54-30	7 x 3 x 38	5	24
STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction				
	Phoenix Aktien-Gesellschaft, Güter Hoff Eisenwerk Kraft, Abteilung Nieder-Phenische				
	Has the Steel been tested as required by the Rules? <i>yes</i>				

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....		<i>flat plate keel</i>		
<b>STEM</b> .....	<i>forged</i>	$7\frac{1}{2} \times 2$	<i>August Thyssen Hütte Gelsenkirchen</i>	
<b>STERN FRAME</b> {	Propeller Post .....	$7\frac{1}{2} \times 5\frac{1}{2}$	<i>Willom Eng. &amp; Shipw. Co.</i>	
	Rudder " .....	$6\frac{3}{4} \times 5\frac{1}{2}$	"	
<b>RUDDER—A × D</b> .....		$25\frac{1}{2}$		
<b>Speed of Vessel</b> .....		$10\frac{1}{2}$		
<b>RUDDER</b> mainpiece at head ...		$7\frac{1}{2}$	<i>Willom Eng. &amp; Shipw. Co.</i>	
" " heel ...		$5\frac{1}{2}$	"	
" how constructed .....		<i>arm shroutked</i>		
" double or single plate		<i>Single plate</i>	<i>1,03</i>	
" coupling, vertical or horizontal .....		<i>Horizontal</i>		
Name of the Vessel (state process of manufacture) .....		<i>Open Hearth process</i>		
Builder .....		<i>August Thyssen Hütte Gelsenkirchen</i>		
Name of the Ship .....		<i>Hannemann</i>		



EQUIPMENT No. 15538												LETTER 9		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.				
41923	1st Bower ...	32	0	21	stockless			30	6	1	0	33	Britannia Cast steel head	Br. Sykes & Sons Ltd	Grady Heath 22-6-26
41919	2nd " ...	31	2	14	Stockless			29	16	3	14				
41932	3rd " ...	31	0	0	stockless			29	7	2	0				
	Collective weight.	94	3	7											
	Stream .....	8	3	0	2	0	23	10	17	2	0	94 8-2-0		" " " "	" " " " 23-6-26
S. P. Paul															

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.
735	246	1 11/16	51 1/4	71 3/4	384-1-17	354 1/20	240	1 11/16	Steel Link	Kon. Nideck Geoff. Smalley	Leiden 2-7-26 C. Rodder	TOWLINE...						
Iron Stream Chain or Steel Wire		Cir.						Cir.					HAWSERS & WARPS	90	4	33	90	3 1/2
	90	4		33			75	4					Steel	2x90	2 1/2	12 1/2	2x90	2 1/4
													wire	2x90	2 1/2	12 1/2	2x90	1 3/4

Steering Gear, Steam *yes* Steering Gear, Hand *yes*

Boats *4 Life boats* Steering Chains, Size and Test *1 3/16 test 16 9/10 - 33 9/10* Windlass *Iron Steam patent*

Ceiling in Holds, thickness and material *pine 2 1/2* Cargo Battens, thickness, material and spacing *6 x 1 3/4 spaced 9"*

Cargo Hatchways.—(Upper Deck) *Steel & angle bar* Thickness of Hatches *2 1/2 pitch pine*

Size of No. 1 Hatchway (Forward) *15-9" x 14-0"* No. 2 *19-8 1/4" x 14-0"* No. 3 *19-8 1/4" x 14-0"* No. 4 *15-9" x 14-0"* No. 5  No. 6

Number of Shifting Beams and/or Fore and Afters *N° 1 & 4 Hatchway 2, N° 2 & 3 Hatchway 3,*

Builder's Signature

WILTON'S ENGINEERING & SLIPWAY CO.  
J. D. Wilton

# GENERAL DECLARATION

The workmanship was found good and the vessel has been built to the approved plans. Copies of which are being retained in the London Office for record, in agreement with the instructions contained in London Letters, dated, M 28-1-26, M 5-3-26 and Rotterdam letters dated 13-1-26, 20-1-26, 4-2-26, 26-4-26, 22-5-26 respecting this case, and in general conformity with the Society's Rules.

Tire and after peak tanks and all double bottom tanks tested with a head of water as required by the Rules and found tight.

Decks, all bulk heads, tunnel, tunnel recess, & watertight doors, tested by hose and found tight.

Freeboard verified and marks cut in vessel's side.

Sister vessel "S.S. KIAN GWAN" (yard N° 311)

Freeboard *£72.00*

The amount of Entry Fee *£60.00* Fees applied for, *19*

Special Survey Fee *£1860.00* Received by me, *20.12.26*

Travelling Expenses, if any *£29.00*

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

State whether the Vessel has been built under Special Survey *yes* Signature *W. J. L. Jones*

Certificate to be sent to *Rotterdam Surveyor* Date of issue *17/12/26* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI, 17 DEC 1926*

Character assigned *100 A1*

*Lloyd's A.C.P. + L.P.C. 11-26*  
*C.L.*



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2233-0008 2/2



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.)

PILLARS

Centre  
Stiff

Plating

STRINGER  
Upper  
Stringer

Thick  
in

Thick  
in

Thick

If St

Second  
Stringer

STIFF

FLAT PLATE

BOTTOM PLATE  
of Strake

BILGE PLATE  
Strakes

SIDE PLATE  
Strakes

UPPER DECK  
strake

UPPER I  
strake

STRAKE  
strake

STRAKE  
strake

POOP SIDE

BRIDGE SIDE

FORECASTLE

Total No.

MIDSHIP

COLLISION

AFTER

STEEL

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

1st Bower *Weight 19-1-9 Cwt, H. Berg, N° 2524 date 19-6-25 Dusseldorf*  
2nd " *Weight 19-1-23 Cwt, H. Berg, N° 3470 date 28-5-25 Dusseldorf*  
3rd " *Weight 18-2-7 Cwt, H. Berg, N° 2220 date 27-11-24 Dusseldorf*

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *19.7* ft., R.Q.D. *✓* ft., Bridge *72.0* ft., Forecastle *25.2* 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 steel deck covered by a*  
*leak deck 2 1/2 thick*

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,	<i>84.7</i>	<i>129</i>	Fore peak tank,	<i>14.6</i>	<i>6</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>13.8</i>	<i>5.9</i>
Double bottom, if under Engines only,	<i>19.7</i>	<i>43</i>	Deep tank, aft,		
Double bottom, if under Boilers only,	<i>104.4</i>	<i>192</i>	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	<i>364</i>	(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. *702*

Date *12-2-26*

Dates of Surveys  
held while building

*18/1, 12-16-17-22-25-27/3 6-15-19-22-24-27-29/4 4-17-18/5*  
*2-8-9-24/6 1-3-8-9-12-16-22-28/4 3-5-9-11-13/8 8-11-16-21/9*  
*5-6-9-11-13-15-18-21-22-23-27-29/10 1-4-13-15-22-29/11-1926*

Total No. of Visits *56*