

Spar, or Awning Dk. IRON OR STEEL STEAMER.

1186
No. 1662.

Port of Copenhagen Date of completion of Report 16th June 1902. Received at London Office
Survey held at Gillerup Date, First Survey, 15th February 1901. Last Survey 10th June 1902.
On the Steamer "Anamba" (Yard No. 5) Rig Fore & Aft Schooner.

TONNAGE under Tonnage Deck
Do. between Tonnage Dk. and 2nd Dk. Spar or Awning Dk. 586.11
Total under Upper Dk. 1721.06
Do. of Poop
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Deck 74.13
Do. of excess of Hatchways 20.33
Do. above Crown of Engine Room
Gross Tonnage 1815.52
Less Crew Space 72.43
Less above Crown of Engine Room
TONNAGE FOR FEES... 1743.09
Less Engine Room 580.97
Less Navigation Spaces 3.67
Register Tonnage 1158.45
as cut on Beam...

SPAR, AWNING OR PART AWNING-DECKED VESSEL
or a Vessel having a continuous Shade Deck.
CLASS 100A1 "Awning Deck."
Half Breadth (moulded) 18.50
Depth from upper part of keel to top of Main Deck Beams 17.92
Girth of Half Midship Frame (as per Rule) 33.18
1st Number 69.60
Length 263.5
2nd Number 18340
Proportions—Breadths to Length 7.12
Depths to Length—Main Deck to top of Keel 14.70
Destined Voyage Antwerp

Master J. Cortsen
Year of Appointment 1897-3
Built at Gillerup
When built 1902. Launched 13th February 1902.
By whom built (Aktieselskabet Gillerup)
Owners Aktieselskabet Det Ostasiatiske Kompagni
Managers
Residence Copenhagen
Port belonging to Copenhagen

LENGTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar or Awn. Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid. 2.
as per Rule... 263 6 Moulded 37 " Do. do. Main Deck Beams 14 2 11 161
Dimensions of Ship per Register, Length 265.0 breadth 37.2 depth 14.5 Spar or Awn. Dk. Moulded depth, ft. 17 ins. 2 To Main Dk. Round up of Beam, Main Dk. 9 ins.

FRAMING.
FRAME, Angles, or Bars for length amidships, from forward to aft, at each end, and 90° across at midships. 7x3x3 8 7x3x3 8
Do. in way of Double Bottoms at intermdt. Bkts. 4 1/2 3 7 4 1/2 3 7
Distance of Frames from moulding edge to moulding edge, all fore and aft 23 23
REVERSED FRAME, Angles 3 3 7 3 3 7
DEEP FRAMING, depth of girder 7 7
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships
" in way of Engines and Boilers
" thickness at the ends of vessel
" depth at 1/2 the half-bdth. as per Rule
" height extended at the Bilges
FLOORS & BRACKETS, in Cell Dble Bottoms 36 7 36 7
Distance apart 23 23
ENTRE GIRDER, in Double bottom, depth and thickness 36 9-8 36 9-8
" Angles, Top 4 4 9-8 4 4 9-8
" Bottom 5 1/2 4 9-8 5 1/2 4 9-8
SIDE GIRDERS, number and thickness 7 7
" Angles 3 3 7 3 3 7
ARGIN PLATE, depth (exclusive of flange) and thickness 27 8 26 8
" Angles 3 1/2 3 1/2 8 3 1/2 3 1/2 8
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake 66 8-7 66 8-7
" thickness in Engine and Boiler space 9 9
" Remainder in Holds 7 7
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 3 8 5 1/2 3 8
Angles on upper edge 7 7 3 7 3 7
Average space 23 23
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 7 3 9 7 3 9
Angles on upper edge 4 4 9 4 4 9
Average space 23 23
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 7 3 9 7 3 9
Angles on upper edge 4 4 9 4 4 9
Average space 23 23
BEAMS, Hold, or Orlop, Plate or Tee Bulb 8 1/2 10 8 1/2 10
Angles on upper edge 3 1/2 3 1/2 8 3 1/2 3 1/2 8
Average space 10 10
BEAMS, Fore Deck, Angle, Bulb Angle, Plate or Tee Bulb 10 12 10 10
Angles on upper edges 4 4 9 4 4 9
Average space 4 4
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb 5 1/2 3 8 5 1/2 3 8
Angles on upper edge 4 4
Average space 46 46
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb 46 46
Angles on upper edge 4 4
Average space 2 1/2 46 2 1/2 46
BEAMS, In Fore Deck, size and spacing 4 1/2 46 4 1/2 46
Hatch beams in Awning Deck, " 2 3/4 46 2 3/4 46
" in Hold 4 1/4 46 4 1/4 46
WEB-FRAMES, In Fore Body, No. and spacing 18 18
" No. of Side Stringers 7 7
WEB-FRAMES, In E. & B. Space, No. & spacing 18 18
" No. of Side Stringers 7 7
WEB-FRAMES, In After Body, No. and spacing 18 18
" No. of Side Stringers 7 7
" Size of Angles or Tee Bars to Web Frames 3 1/2 3 7 3 1/2 3 7
BRACKET PLATES to Stringers between Web Frames, depth and thickness 3 1/2 3 7 3 1/2 3 7

FORGINGS AND CASTINGS.
KEEL, Bar or Side Plates, depth and thickness 8 1/2 x 2 1/2 to 8 x 1 1/2 8 1/2 x 2 1/2 to 8 x 1 1/2
STEM, moulding and thickness 8 1/2 x 5 3/8 8 1/2 x 5 3/8
STERN-POST for Rudder do. do. 8 1/2 x 5 3/8 8 1/2 x 5 3/8
" for Propeller 8 1/2 x 5 3/8 8 1/2 x 5 3/8
MAIN PIECE of Rudder, diameter at head 7 7
do. at heel 5 1/2 x 3 1/2 5 1/2 x 3 1/2
RUDDER, how constructed forged scrap iron, 12 plates 7/16" - 4 changeable pintles each 3 1/2"
Can the Rudder be unshipped afloat? Yes
KEELSONS AND STRINGERS.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate
" Rider Plate
" Bulb Plate to Intercoastal Keelson
" Horizontal Plates on Floors
" Angles
SIDE KEELSON, Angles
" Bulb or Plate above floors, for lng.
" Intercoastal Plate, for length
" Attached to outside plating with Angle
BILGE KEELSON, Angles
" Bulb or Plate above floors, for lng.
" Intercoastal Plate, for length
" Attached to outside plating with Angle
BILGE STRINGER Angles
" Bulb Plate, for length
" Intercoastal Plate, for length
" Attached to outside plating with Angle
2 SIDE STRINGERS Angles 5 4 9-8 5 4 9-8
" Bulb or Intercoastal Plate, for whole lng. 18 18 7-6 7-6
" Attached to outside plating with Angle 3 3 7 3 3 7
Spar, or Awning Deck Stringer Plates, breadth and thickness 36-28 8-7 33-26 8-7
" Angle on ditto 4 x 4 9-8 4 x 4 9-8
" Tie Plates, fore and aft, outside Hatchways
" Diagonal Tie Plates, No. of prs.
" Deck, * Iron or Steel, for whole lng. 46-30 11-8 38-30 11-8
" Wood Deck, Material and thickness 4 x 4 9-8 4 x 4 9-8
Main Deck Stringer Plate, breadth & thickness 46-30 11-8 38-30 11-8
" Angles on ditto, No.
" Tie Plates, outside Hatchways
" Diagonal Tie Plates, No. of prs.
" Deck, * Iron or Steel for whole lng. 4 x 4 9-8 4 x 4 9-8
" Wood Deck, Material and thickness 4 x 4 9-8 4 x 4 9-8
Lower Deck Stringer Plates, br'dth & thickn's
" Angles on ditto, No.
" Tie Plates, outside Hatchways
" Deck, * Material and thickness
Hold, or Orlop Stringer Plate, br'dth & thickn's
" Angles on ditto, No.
" Tie Plates, outside Hatchways
" Deck, Material and thickness
Poop Deck Stringer Plate, breadth & thickness
" Angles on ditto
" Tie Plates
" Deck, Material and thickness
Bridge Deck Stringer Plate, br'dth & thickness 30 7 30 7
" Angle on ditto 3 x 3 7 3 x 3 7
" Tie Plates 12 6 12 6
" Deck, Material and thickness 2 1/2 2 1/2
Forecastle Deck Stringer Plate, br'dth & th'kns
" Angle on ditto
" Tie Plates
" Deck, Material and thickness

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.
BULKHEADS. Number. Thickness. STIFFENERS. Single or Double Frames. Height up.
In Vessel. Per Rule. Horizontal. Vertical. Spacing. Inches. Feet.
W. T. BULKHEADS 4 4
PARTITION
LONGITUDINAL
Are the outside Plates doubled two spaces of Frames in length? Yes

PLATING.										RIVETING.									
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
		AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAIPS.		IF LAPPED.		
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL	36	16	12	12	36	16	double	5 1/4	7/8	3 3/8	treble 1/2 I	7/8	3 1/8	16 3/4	18-14				
(If Bar Keel, state Riveting)																			
GARBOARD OR STRAKE																			
State actual thickness in way of Double Bottom.																			
B	53	12	11	11	53	12	double	4 1/2	3/4	3 3/4	treble 1/2 I	3/4	2 5/8			7 1/2	1 1/2 I		
C	45	10	10	8	45	10	"	"	"	"	"	"	"			"	"		
D	53	10	10	8	53	10	"	"	"	"	"	"	"			"	"		
E	48	11	9	9	48	11	"	"	"	"	"	"	"			"	"		
F	45	11	9	9	45	11	"	"	"	"	"	"	"			"	"		
G	53	10	8	8	53	10	"	"	"	"	"	"	"			"	"		
H	44	10	8	8	44	10	"	"	"	"	"	"	"			"	"		
J	53	10	8	8	53	10	"	"	"	"	"	"	"			"	"		
K	42	10	10	10	42	10	"	"	"	"	"	"	"	14 1/2	12				
L	51 1/2	8	6	6	51 1/2	8	"	"	"	"	"	"	"	14 1/4 - 9 1/4	10-8				
M	40	10	6	6	40	10	"	"	"	"	"	"	"	"	12-8				
N																			
O																			
P																			
Q																			
DOUBLING OF PLATE KEEL																			
Length and thickness of Bilges.																			
of Sheerstrakes.																			
of Strake below.																			
POOP SIDES	35 1/2	6					single but off	2 1/2	4/8	2 1/8	double	5/8	2 1/4	8	8				
BRIDGE SIDES	48	6					single	"	"	"	"	"	"	"	"				
FORECASTLE SIDES																			

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. *Siemens Martin process. Plates from South Durham Steel & Iron Co. Ltd., Stockton on Tees. Channel bars from Frodingham Iron & Steel Works, Frabingham near Doncaster. Angles, Bull-angles, Bulls & Ties from Threlknap & Co. Ltd., Middlesbrough, and from The Steel Company of Scotland, Ltd., Newton.*

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *double*

Inner Bottom Plating, riveting of Edges *double*

Centre Girder Butts, treble riveted *double*

Keelson Butts, *double*

Frames, riveted through Plates with *3/4"* in. Rivets, about *5 1/4"* apart.

Rivets, state whether Iron or Steel. *Iron.*

FRAMES extend in one length from middle line to margin plate & from margin plate to Awning deck and to Bridgedeck in way of Bridge.

REVERSED FRAMES on floors and frames extend from middle line to margin plate & from margin plate to Awning deck and to Bridgedeck in way of Bridge.

MASTS, SPARS, &c.												
	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.	
LOWER MASTS....	Fore	Steel	87'-9"	20 x 7/20	16 x 1/20	16 1/4 x 1/20	9 x 5/20	2	r	v	double	treble
	Main	"	84'-2"	20 x 7/20	16 x 1/20	16 1/4 x 1/20	9 x 5/20	"	r	v	"	"
	Mizen											
Bowsprit												
Topmasts, Yards and Remainder of Spars <i>wooden poles 7'-6" high</i>												
Rigging, Material and Size, Shrouds <i>Steel Wire 3" cir</i> Stays <i>Steel Wire 4" & 2 1/2" cir.</i>												
Sails. <i>4</i> Suit of 2 Topsails & 2 Dragsails Sails, and the following spare sails <i>v</i>												

EQUIPMENT No. <i>21166</i> LETTER <i>Q</i>												ANCHORS.					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
46322	1st Bower	36	2	19				32	18	3	0	34	2	0	<i>Hartshorne Patent</i>	<i>Hartshorne & Co.</i>	<i>20th December 1901. J. Green.</i>
46321	2nd "	32	0	0				30	2	2	0	34	2	0	"	"	<i>21st December 1901. J. Green.</i>
46326	3rd "	31	2	25				29	18	3	0	29	3	0	"	"	<i>21st December 1901. J. Green.</i>
	Collective weight	99	1	16				98	3	0							
301	Stream	9	2	7	2	2	7	11	13	1	2	8	3	0	<i>Common</i>	<i>v</i>	<i>18th September 1901. J. S. Gifford.</i>
692	Kedge	5	0	0	1	2	7	7	7	2	0	4	2	0	<i>Dutch Patent</i>	<i>v</i>	<i>26th November 1901. J. S. Gifford.</i>
	2nd Kedge																

CHAIN CABLES.												HAWSERS AND WARPS.					
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.			
				Supplied.	Per Rule.												
27826 A	105	1 1/2	71.15.0.0	51.5.0.0	150.1.2		<i>Steel link</i>	<i>v</i>	<i>1st July 1898. J. Green.</i>	<i>TOWLINE</i>	<i>Steel Wire</i>	90	3 1/2	26	90 fms 3 1/2		
28789 B	105	"	71.15.0.0	51.5.0.0	150.1.2	344.2.22	<i>40 fms 1 1/2</i>	<i>"</i>	<i>6th July 1898. J. Green.</i>	<i>HAWSER</i>	<i>Worm</i>	2 x 90	6"		2 x 90 " 6"		
33400	30	"	71.15.0.0	51.5.0.0	45.1.14		<i>"</i>	<i>"</i>	<i>21st December 1901. J. Green.</i>	<i>WARP</i>	<i>"</i>	2 x 90	5"		2 x 90 " 5"		
<i>Stream Chain</i>	75	4"	33	34	3-18		<i>75 fms 4 Wire Steel Wire</i>	<i>Jacob Holm & Co.</i>									

Boats *2 Lifeboats 22'-0" x 6'-6" x 2'-6". 1 Jollyboat 18'-0" x 5'-6" x 2'-3". 1 Cutter 14'-0" x 4'-6" x 2'-0"*

Pumps, Number *5* Diameter of Barrel and Tail Pipe *Barrel 5" diam. Tail pipe 2 1/2" diam.*

Windlass is *a Steam Windlass.* Capstan *v*

Engine Room Skylights.—How constructed? *Steel coaming and teakwood skylight on top of bridge.*

What arrangements for deadlights in bad weather? *wooden lids & tarpaulings to batten down*

Coal Bunker Openings.—How constructed? *How are lids secured? enclosed in steel trunks with watertight doors in the bridge.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *6 scuppers each side. 6 freeing ports each side. 39" x 18".*

Ceiling in Holds, thickness and material *2 1/2" pine* Ceiling 'tween Decks, thickness and material *6" x 2" of pine. fitted in hold & in down deck. from bilge upwards*

Cargo Hatchways.—How formed? *20 steel plates 31" above lashing & square corners. Coaming angles 3 1/2" x 3 1/2" x 1/2". Hatches, If strong and efficient? 2 1/2" pine.*

State size No. 1 Hatch (Forward) *17'-3" x 14'-0"* No. 2 Hatch *23'-0" x 14'-0"* No. 3 Hatch *23'-0" x 14'-0"* No. 4 Hatch *21'-1" x 14'-0"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *No. 1 hatch: one web plate & 2 fore & afters. No. 2, 3 & 4: 4 web plates, each 2 web plates and 2 fore & afters.*

No. of Breasthooks *3 each deck* No. of Crutches *2*

Bulwarks, height above deck and description *42" x 1/2" plate. Main rail 6" x 3/4" x 1/2". mauling 3" x 3/4" Main Rail, material and size *Steel 18" x 1/2". spaced 5'-7" with double angles to deck & bulwark.**

The above is a correct description.

Builder's Signature (here only.) *Hellerup Skibsværft og Maskinbyggeri* Surveyor's Signature *Some* Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

M- 13/2 - 29/2 - 8/3 - 20/3 & 28/3 1901. - 10/5 - 15/5 & 20/5 1902. - E- 4/6 & 30/11 1901.

Workmanship. Are the butts of plating planed or otherwise fitted? *planed.*

Is the riveted work properly closed? *yes*

Are the liners between the frames and plates solid single pieces? *yes*

Do the holes for riveting plate to frames, butt straps, or plate

to plate, &c., conform well to each other? *yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched

from the faying surfaces? *yes*

Do any rivets break into or through the seams or butts of plating? *no*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*

General Remarks (State quality of workmanship, &c.) *According to the Rules for Special Survey I have examined the material and workmanship until completion of the vessel. The stem, Turnframe & Rudderframe are of Iron, forged by Messrs J. & W. Wrightson & Co., Stockton and inspected by Mr Frank Cook, Inspector of Forgings to this Society, as per Certificate received, and I have examined them after being bored and found them sound. Plates, Channelbars, Angles, Bulbs &c. have been tested at the Steel Works as per Testnotes received, and besides I have tested the material & rivets hot and cold, and found it to be of good quality. The Tanks have been tested as per Rules and found tight. Pumps & Watertight door examined and found good. The Equipment is good & complete. Certificates of Test of Anchors & Cables produced and compared with the Anchors & Cables put onboard.*

The Vessel's bottom forward has been strengthened as per builders letter dated 24th August 1901, and also according to instructions contained in your letter dated 28th August 1901.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. or Break ☒ ft., Bridge Dk. 65.2 ft., F'castle ☒ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *One Deck (Steel) & Awning Deck (Steel). 2 tiers of Beams. Deep framing. F.K.*

Official No. _____; Signal Letters *NLTS.*

How are the surfaces preserved from oxidation? Inside *Red lead and Portland cement* Outside *Red lead & oil paint at sides and bottom*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *yes on the cellular system.*

Where fitted.	Length.		Water Capacity.	Where fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	84'-4"	141		Fore peak tank,	16'-0"	58	
Double bottom, forward,	107'-4"	188		After peak tank,	9'-7"	22	
Double bottom, under Engines and Boilers,				Midship deep tank,			
Double bottom, if under Engines only,	13'-5"	29		Other tanks, if fitted,			
Double bottom, if under Boilers only, <i>but not to be used for water ballast.</i>	16'-4"	358		(If necessary, furnish further information by sketch.)			

State whether the above have been tested as required by the Rules. *yes*

Order for Special Survey No. _____

Date _____

Order for Ordinary Survey No. _____

Date _____

No. 5 in builder's yard.

DATES of Surveys held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought *Survey dates from 15th February 1901 on the material, and*
- 2nd. On the plating during the process of riveting *on the frames while bending & in place, on the plating during*
- 3rd. When the beams were in and fastened, and before the decks were laid *process of riveting & when beams were in, before and after*
- 4th. When the ship was complete, and before the plating was finally coated or cemented *launching and finally when equipped and finished*
- 5th. After the ship was launched and equipped *on the 10th June 1902.*

Total No. of Visits 52.

The amount of Entry Fee £ 4 : " : "

Special Survey Fee ... £ 68 : 11 : 6

Travelling Expenses, if any £ 1 : 10 : "

Fees applied for,

16th June 1902

Received by me,

18

Certificate to be sent to Surveyors Office - Copenhagen

I am of opinion this Vessel should be Classed *100A1, "Awning Deck". Lloyd's A & CP.*

With, or without Freeboard, as condition of Class *with Freeboard as condition of Class.*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES. 24 JUN 1902

Character assigned

100A1 Steel Awning dk. w. fbd. 2.8" 7

Lloyd's A & CP + 2 hrs 6, 02