

~~Awning or Shelter Deck,~~
~~or Pt. Awning Deck.~~

STEEL STEAMER.

No. 4322

WED. OCT. 23. 1914

State if Report is also sent on the Machinery of the Vessel *yes*

Port of *Copenhagen* Date of completion of Report *19 October 1914* Received at London Office
Survey held at *Copenhagen* Date, First Survey *21 March 1913* Last Survey *18 October 1914*
On the (State if Single Twin, or Triple Screw) *Steel Twin Screw* *Amstsr* *TONGKING* Rig *4 pole mast*

TONNAGE under Tonnage Deck... *4778.12*
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *233.37*
Total under Upper Dk. *5011.49*
Do. of Poop *243.65*
Do. of R. Qr. Dk. *4.01*
Do. of Bridge House *243.65*
Do. of Forecastle *4.01*
Do. of Houses on Deck *243.65*
Do. of excess of Hatchways *4.01*
Do. above Crown of Engine Room *5259.15*
Gross Tonnage *140.39*
Net Tonnage *5178.76*
Do. for FEES... *1682.43*
Engine Room *133.99*
Navigation Spaces *3301.84*

CLASS *8-100A* *Shelter Deck with foreward*
Breadth (greatest moulded) *55.0*
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *38.5*
Deduct height of tween deck when this does not exceed 8ft. *(8.0)*
Transverse Number *85.5*
Length on deck from fore part of stem to after part of sternpost *410.0*
Longitudinal Number *35055*
Depth "d" at middle of length. See Secs. 2 & 13... *18.79*
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *10.64*
Upper Deck at side to top of keel *✓*

Master *N.P. KRUSE*
Year of Appointment *(1) As Master in service of owner of present vessel: -1914 (2) As Master of this vessel: -1914*
Built at *Copenhagen*
When built *1914* Launched *26 Aug 1914*
By whom built *Burmeister & Wain's Maskin*
Owners *Det Østasiatiske Kompagni (The East Asiatic Co., Ltd)*
Managers *(Where necessary to be entered in Reg. Book.)*
Residence *Copenhagen*
Port belonging to *Copenhagen*

Destined Voyage *Göteborg* If Surveyed while Building, Afloat, & in Dry Dock *yes*

LENGTH on Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL	Ft.	Ins.	No. of Decks with flat laid
<i>410</i>	<i>0</i>	<i>0</i>	<i>55</i>	<i>0</i>	<i>0</i>	<i>38.5</i>	<i>6</i>	<i>0</i>	<i>3</i>
Moulded depth, ft. <i>38</i> ins. <i>6</i> To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual <i>134</i> ins.									
Moulded depth, ft. <i>30</i> ins. <i>6</i> To Upper Dk.									

FRAMING.						PILLARS.					
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAMING, on alternate frames, 5 x 3 1/2 x 4 1/2 angles, ME, Angles, or E or L Bars, amidships						PILLARS, in between Deck, size and spacing 2 rows below Steel max diam Hold max spacing 11 frames. 2 rows in lower Taper Deck 60" 11 ft. 2 rows in Upper Taper Deck 72" 11 ft.					
in peaks	10	3 1/2	56	10	3 1/2	56	16" x .60	16" x .60	16" x .60	16" x .60	16" x .60
in way of Double Bottoms at Solid Floors	7 1/2	3 1/2	44	7 1/2	3 1/2	44	10" diam	10" diam	10" diam	10" diam	10" diam
" " at intermdt. Bkts.	4	3 1/2	42	4	3 1/2	42	7 1/2" diam	7 1/2" diam	7 1/2" diam	7 1/2" diam	7 1/2" diam
ing of Frames from centre to centre amidships	26 1/2			26 1/2							
length to collision bulkhead from 3/4	26 1/2			26 1/2							
of Frames from centre to centre in peaks	24			24							
ERSED FRAME, Angles						KEELSONS AND STRINGERS.					
in way of Double bottoms at Solid Floors	4	3 1/2	42	4	3 1/2	42	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate				
" " at intermdt. Bkts.							Rider Plate				
FRAMING, depth of girder							Flat Keel Plate Angles				
DOORS, depth and thickness of Floor Plate at mid-line for 3/4 length amidships							Horizontal Plates on Floors				
" in way of Engine and Boiler spaces							Angles or Bulb Angles				
" thickness at the ends of vessel							SIDE KEELSONS, Number				
" depth at 3/4 the half-bdth. as per Rule							Angles or Bulb Angles				
" height extended at the Bilges							Plate above floors, for length				
DOORS, in Cell Double Bottoms			40			40	Intercostal Plate, for length				
" state if flanged (top and bottom)	no			no			Attached to outside plating with Angle				
" spacing of Solid	26 1/2			26 1/2			SIDE STRINGERS, Number 3 spanning				
CENTRE GIRDER, in Dbl. bottom, dpth. & thckness	44	52	44	52			Angle 7 x 3 1/2 x 50				
" Angles, Top	3 1/2	3 1/2	52	3 1/2	3 1/2	52	6 x 4 x 50				
" " Bottom	4 1/2	4 1/2	60	4 1/2	4 1/2	60	Intercoastal Plate, for lng. 11-18-20 frames above C.C. Bulkhead				
" " to Floors	5	5	58	5	5	58	Attached to outside plating with Angle 3 1/2 3 1/2 44				
" Brackets at intermdt. frmng., wdth & thckness							Awning or Shelter Deck Stringer Plates, breadth and thickness				
E GIRDERS, number and thickness	25 1/4	40	25 1/4	40			Angle on ditto				
" state if flanged (top & bottom)	no			no			Tie Plates, fore and aft, outside Hatchways				
Angles	3 1/2	3 1/2	42	3 1/2	3 1/2	42	Deck * Iron or Steel, for 1/2 lng. 40				
RGIN PLATE, depth (exclusive of flange) and thickness	35	48	35	48			Wood Deck, Material & thickness 30" x 30" x 30"				
" Angles to outside plating	4	4	48	4	4	48	Upper Deck Stringer Plate, breadth and thickness 48				
" to floors	5	3 1/2	42	5	3 1/2	42	Angles on ditto, No. 3 1/2 x 3 1/2 48 3 1/2 x 3 1/2 48				
" Brackets at intermdt. frmng., wdth & thckness							Tie Plates, outside Hatchways				
" Height of Brackets above at bilge	26			26			Deck * Iron or Steel, for 1/2 lng. 38				
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	44	52	44	52			Wood Deck, Material & thickness 48				
" thickness in Engine and Boiler space		50		50			Second Deck Stringer Plates, br'dth & thckn's 48 44 48 44				
" " Remainder in Holds		40		40			Angles on ditto, No. 3 1/2 x 3 1/2 48 3 1/2 x 3 1/2 48				
AMS, Awning or Shltr Dk. Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	7 x 3 x 3 x 3 1/2	47 1/2	7 x 3 x 3 x 3 1/2	47 1/2			Tie Plates, outside Hatchways				
Spacing	26 1/2			26 1/2			Deck * Material and thickness Steel 1/2 30				
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	7 x 3 x 3 x 3 1/2	47 1/2	7 x 3 x 3 x 3 1/2	47 1/2			Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness				
Spacing	26 1/2			26 1/2			Angles on ditto, No.				
AMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	8 x 3 1/2 x 3 1/2 x 50	44	8 x 3 1/2 x 3 1/2 x 50	44			Tie Plates, outside Hatchways				
Angles on upper edge							Deck, Material and thickness				
Spacing	26 1/2			26 1/2			Poop Deck Stringer Plate, breadth & thickness				
AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							Angles on ditto				
" Angles on upper edge							Tie Plates				
Spacing							Deck, Material and thickness				
AMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							Bridge Deck Stringer Plate, br'dth & thickness				
" Angles on upper edge							Angle on ditto				
Spacing							Tie Plates				
AMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							Deck, Material and thickness				
Angles on upper edge							Raised Afterside, Foreward Forecastle Deck Stringer Plate, br'dth & th'kns 48 46 48 46				
Spacing							Angle on ditto 3 1/2 x 3 1/2 46				
							Tie Plates 36				
							Deck, Material and thickness				

WEB FRAMES.				Inches in Ship.	Inches in Ship.	Inches per Rule. Or as App.	Inches per Rule. proved.
WEB-FRAMES, In Fore Body, No. and spacing				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
"	"	"	brdth. & thickness	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
"	No. of Side Stringers	"	"	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
WEB-FRAMES, In E. & B. Space, No. & spacing				3	max sp. 7 ft.	3	max sp. 7 ft.
"	"	"	brdth. & thickness	23	.44	23	.44
WEB-FRAMES, In After Body, No. and spacing				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
"	"	"	brdth. & thickness	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
"	No. of Side Stringers	"	"	7 x 3 1/2	x .66	7 x 3 1/2	x .66
Size of Face Angles to Web-Frames.....				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Framed.	Height up state deck.
Vessel.	Per Rule.	Inches.	Horizontal.		Vertical.			
			Size.	Spacing.	Size.	Spacing.		
After peak bulk		.40	5 1/2 x 3 1/2	x .55	5 1/2 x 3 1/2	x .55	24	single Lower Dk.
W.T. BULKHEADS		.36	5 1/2 x 3 1/2	x .55	5 1/2 x 3 1/2	x .55	30	Main Dk.
3 Bulkheads	70	.36						
1 "		.36						
1 "		.36						
1 "		.38						
1 "		.44	5 1/2 x 3 1/2	x .55	5 1/2 x 3 1/2	x .55	24	Factor Dk.
" COLLISION "		.40						
PARTITION "		.40						
LONGITUDINAL..		.40						

Are the outside Plates doubled two spaces of Frames in length? *yes.*

Are the Shear Vales and Watertight Doors in efficient working order? *yes.*

PLATING.				RIVETING.													
STRAKES.	AS IN SHIP.			PER RULE OR AS APPROVED.		EDGES, Ordinary or joggled?		BUTTS.									
	AMIDSHIP.		FORWARD.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		STRAPS.		IF LAPPED.					
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.			Thickness.	Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.			
FLAT PLATE KEEL..... (If Bar Keel, state Riveting.)	54	1.04	.86	.80	54	1.04	Double	6	1	3/8	Hpl	1/8	4 1/2	✓	✓	16	4 1/2
GARBOARD OF A Strake	62	.64	.64	.64	64	.64	"	5 1/4	7/8	3/3	"	7/8	3 1/8			12	1 1/2
State actual thickness in way of Double Bottom.	B	.64	.56	.56	64	.64	"	5 1/4	7/8	3/3	"	"	3 1/8			12	"
C	.64	.48	.60	.60	64	.64	"	5 1/4	7/8	3/3	"	"	3 1/8			12	"
D	.64	.54	.60	.60	64	.64	"	6	1	3/8	"	"	3 1/8			12	"
E	.58	.66	.58	.62	58	.66	"	6	1	3/8	"	1	4			14	"
F	.58	.66	.48	.60	58	.66	"	6	1	3/8	"	1	4			14	"
G	.61	.68	.48	.54	61	.68	"	6	1	3/8	"	1	4			14	"
H	.61	.68	.48	.52	61	.68	"	6	1	3/8	"	1	4			14	"
J	.61	.68	.48	.52	61	.68	"	6	1	3/8	"	1	4			14	"
K	.60	.64	.46	.48	60	.64	"	5 1/4	7/8	3/3	3ple	7/8	3 1/8			9	1 1/2
L	.59	.64	.46	.46	59	.64	"	5 1/4	7/8	3/3	"	7/8	3 1/8			9	"
M	.48 3/8	.64	.46	.46	48 3/8	.64	"	5 1/4	7/8	3/3	"	7/8	3 1/8			9	"
N	.56	.64	.46	.46	56												

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQ. BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
71445	1st Bower	68	0	7	✓			52	15	2	14	68			Hartshorn's (Cast Steel Head)	M. King - & Sons	Natherton 29/5/14 d. Green 29/5/14 30/5/14
71444	2nd "	67	2	21	✓			52	10	0	0	68					
71474	3rd "	59	2	9	✓			48	2	3	7	58	2				
	Collective weight	195	1	9								194	2				
71446	Stream	19	2	18	5	0	7	20	10	2	14	19			ordinary	M. King & Sons	Natherton 29/5/14 d. Green 29/5/14
71447	Kedge	18	1	14	2	0	24	10	10	0	0	18					

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and Size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size per Table 31.	
	Length.	Diam.		Supplied.	Per Rule.						Length.	Diam.		Length.	Diam.
43913	270	2 5/16	96.5/34.5	727.3/15	720.3/4	270	2 5/16 Stud	Carex & Sons R. Oak Works.	Tipton 10/6/14 C. E. Perrins.	TOWLINE	120	5 1/4 W	65	120	5 1/4
										HAWSERS & WARPS	2x90	3 1/2 W	26	2x90	3 1/2
											2x90	3 1/2 W	26	2x90	3 1/2
	90	5	✓	59	✓	✓	90	5 Stud	Glatton & Sons Sunderland						

Boats 2 seamless steel 28'0" x 7'9" x 3'6" lifeboats. Steering Gear, Steam Electric-Hydr. Steering Gear, Hand d. 10" x 60 1/2 p

Pumps, Number 2 wood ply boats 18'0" x 5'8" x 2'4" 1 down-Diameter of Barrel 6" p State whether they are in efficient working order yes.

Windlass is Clarke Geymann & Co. Electrically driven. Capstan ✓

Engine Room Skylights.—How constructed? Steel, wood sashes. What arrangements for deadlights in bad weather? Tarpanins

Coal Bunker Openings.—How constructed? ✓ How are lids secured? ✓ Height above deck? ✓

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.

Ceiling in Holds, thickness and material 2 1/2 pine Cargo Batts, thickness and material 2 1/2 pine

Cargo Hatchways.—How formed? 2'11" high steel framing. 58'-52'-50'-48" thick Hatches, If strong and efficient? Yes. 3" thick laid

ate size No. 1 Hatch (Forward) 22'1" x 15'11 3/4 No. 2 Hatch 35'4" x 15'11 3/4 No. 3 Hatch 26'0" x 15'11 3/4 No. 4 Hatch 24'3" x 15'11 3/4

umber of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 2-6 off, No. 3-5 off, No. 4 x 5-4 off, No. 6-3 off. No. of Breasthooks 3 No. of Crutches ✓

ulworks, height above deck and description 3'9" x 30 x 36. Main Rail and Stays, material and size 6 1/2 x 3 x 40

he foregoing is a correct description? ✓ Surveyor's Signature A. J. Schuch. Joe. J. Brown.

uilder's Signature (here only) J. H. M. E. S. T. S. B. Y. G. B. R. T. Surveyor to Lloyd's Register of British and Foreign Shipping.

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

26/5/14 3/10/14 18/2 27/7/14 E 20/6 7/7 27/4 5/12/14 21/ 14/5 22/5 26/5 26/11 8/12/14 8/7/14

Vorkmanship. Are the butts of plating planed or otherwise fitted? planed

s the riveted work properly closed? yes

re 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 the plating? no

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

ave all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests good

ave all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests good

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the approved plans & the Secretaries letters of

the above dates and in other respects as required by the rules for the class contemplated.

The cast steel stern frame has been supplied by the Strömman, Strömman, Norway

The cast steel propeller bracket has been supplied by Kohler & Sons, Sweden. No. 1641, S.V.

The forged steel Rudder has been supplied by Kohler & Sons, Sweden. Nos. 545 & 546, S.V.

Masser Burmeister & Wain, Copenhagen. No. 3930

3938

Sister vessels:

Burmeister & Wain's Newbuilding No 287 "Siam", Report No 3840.

Copenhagen. No 288 "Annam", Report No 3902.

No 294 "Malakka", Report No 4269.

No 299 Building.

No 300 Building.

The Surveyor should state the Number of Report and Name of any Sister Vessel built or Yard Number of any building.

Freeboard 119220742 Fees applied for, 22/10 19/14

The amount of Entry Fee £ 94-50 Received by me, 22/10 19/14

Special Survey Fee... £ 2891-22

Travelling Expenses, if any £ V: ✓

State whether the Vessel has been built under Special Survey yes

I am of opinion this Vessel should be Classed 80/100 A

With, or without Freeboard, as condition of Class yes.

Committee's Minute FRI. OCT. 30. 1914

Character assigned 10001

Steel deck with freeboard

+ 2 Lb 1014

oil engines

273.

Lloyd's A & B. P.

W. J. Chat(m)

W.

© 2020

Lloyd's Register

Foundation

W692-0054

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 (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 should appear in the Register Book) 2 Dks (Ite) & Skelter Dk (Ite partly w.s.)

Official No. ☒ ; Signal Letters NTBK

State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside Cementwork & Solid cement. Outside 1 Coat red oxide
1 Coat boiled linseed oil & 2 coats red oxide. 2 coats patent composition
No cement in Double Bottom at Owners request.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>for oil</u> 126	339	Fore peak tank, } <u>for water only</u>	<input checked="" type="checkbox"/>	90
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>		After peak tank, }	<input checked="" type="checkbox"/>	72
Double bottom, if under Engines only,	<u>water</u> 42	172	Deep tank, aft, <u>sets shaft tunnel for oil</u>	<input checked="" type="checkbox"/>	
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>		Deep tank, forward,	<input checked="" type="checkbox"/>	
Double bottom, forward,	194	687	Other tanks, if fitted,	<input checked="" type="checkbox"/>	
Total capacity of double bottom		1198	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

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

Order for Special Survey No. 18

Date 18 June 1913

No. 295 in builder's yard.

DATES of Surveys held while building

March 1914: 21-30. April: 15-18-25-28. May: 2-5-11-13-19-22-27-30.
 June: 3-4-9-11-13-16-17-19-20-24-25-26-30.
 July: 2-10-11-16-20-25-29. August: 1-4-6-10-11-13-18-21-22-24-26-28.
 September: 5-10-11-21-26-29-30. Oct 1914: 3-5-18.

Total No. of Visits 56

Surveyor's Signature A. C. F. [Signature] Joe [Signature]