

Awning or Shelter Deck or Pt. Awning Deck. **DISCLOSED STEEL STEAMER.**

DISCLOSED SECTION 43741

Port of *Glasgow* Date of completion of Report *17th June 1924* Received at London Office *WED. JUN 18 1924*
Survey held at *Glasgow* Date, First Survey *21st Dec. 1923* Last Survey *10th June 1924*
On the *Single Screw Steamer "Bulan"* Rig *Fore and Aft Schooner*

CLASS*100 A.1. with freeboards

TONNAGE under Tonnage Deck...
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *751.41*
Total under Upper Dk. *63.65*
Do. of Poop *7.94*
Do. of R. Or. Dk. *44.83*
Do. of Forecastle *96.75*
Do. of Houses on Deck *8.99*
Do. of excess of Hatchways *74.20*
Do. above Crown of Engine Room *1047.77*
Gross Tonnage *124.56*
Less Crew Space
Less above Crown of Engine Room *450.89*
TONNAGE FOR FEES...
Less Engine Room *30.35*
Less Navigation Spaces
Register Tonnage *441.97*

Breadth (greatest moulded) *35.0*
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *22.5*
Deduct height of 'tween deck when this does not exceed 8ft. *4583*
1st LONGITUDINAL Transverse Number *220 x 20.833*
Length on deck from fore part of stem to after part of sternpost *220.0*
2nd LONGITUDINAL Transverse Number *220 (35 x 20.833)*
Depth "d" at middle of length. See Secs. 2 & 13 *12.375*
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *9.78*
Scantlings Corresponding to Med. Draught Upper Deck at side to top of keel *13.12*

Master
Year of Appointment
Built at *Glasgow*
When built *1924* Launched *15th May 1924*
By whom built *Messrs Alex. Stephen & Sons Ltd*
Owners *Pacific & Oriental Steam Navigation Co Ltd*
Managers
Residence
Port belonging to *Glasgow*

Destined Voyage *Singapore* If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL Do.	Ft.	Ins.	No. of Decks with flat laid	No. of Tiers of Beams
220	0		35.1	0		22	6		2	none

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or E or L Bars, amidships	6	3	30	6	3	30	6	3	30	6
Do. in peaks	6	3	34	5	3	34	5	3	34	5
Do. in way of Double Bottoms at Solid Floors	5	3	32	3	3	32	3	3	32	3
" " at intermdt. Bkts.	6	3	30	5	3	30	5	3	30	5
acing of Frames from centre to centre amidships	24			24						
" length to collision bulkhead										
" of Frames from centre to centre in peaks	AR. 24			AR. 24						
EVERSED FRAME, Angles	5	3	32	3	3	32	3	3	32	3
Do. in way of Double bottoms at Solid Floors	5	3	39	5	3	39	5	3	39	5
" " at intermdt. Bkts.	6			6			6			6
FRAMING, depth of girder										
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships										
" in way of Engine and Boiler spaces										
" thickness at the ends of vessel										
" depth at 1/2 the half-bdth. as per Rule										
" height extended at the Bilges										
FLOORS, in Cell Double Bottoms	32			32			32			32
" state if flanged (top and bottom)	no			no			no			no
" spacing of Solid	every third			every third			every third			every third
ENTRE GIRDER, in Dbl. bottom, dpth. & thknss	3 1/2 x 42			3 1/2 x 42			3 1/2 x 42			3 1/2 x 42
" Angles, Top	3 x 3 x 40			3 x 3 x 40			3 x 3 x 40			3 x 3 x 40
" Bottom	3 1/2 x 3 1/2 x 43			3 1/2 x 3 1/2 x 43			3 1/2 x 3 1/2 x 43			3 1/2 x 3 1/2 x 43
" to Floors	3 x 3 x 32			3 x 3 x 32			3 x 3 x 32			3 x 3 x 32
" Brackets at intermdt. frmg., wdth & thknss	24 x 32			24 x 32			24 x 32			24 x 32
IDE GIRDERS, number and thickness	no			no			no			no
" state if flanged (top & bottom)	no			no			no			no
" Angles	3 x 3 x 32			3 x 3 x 32			3 x 3 x 32			3 x 3 x 32
MARGIN PLATE, depth (exclusive of flange) and thickness	22 1/2 x 36			22 1/2 x 36			22 1/2 x 36			22 1/2 x 36
" Angles to outside plating	3 x 3 x 40			3 x 3 x 40			3 x 3 x 40			3 x 3 x 40
" to floors	3 x 3 x 32			3 x 3 x 32			3 x 3 x 32			3 x 3 x 32
" Brackets at intermdt. frmg., wdth & thknss	27 x 32			27 x 32			27 x 32			27 x 32
" Height of Brackets above base	47 1/2			47 1/2			47 1/2			47 1/2
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	43 x 38			43 x 38			43 x 38			43 x 38
" thickness in Engine and Boiler space	38 x 48			38 x 48			38 x 48			38 x 48
" Remainder in Holds	32			32			32			32
BEAMS, Awng. or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel										
" Spacing										
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	6	3	44	6	3	44	6	3	44	6
" Spacing	48			48			48			48
BEAMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	6	3	30	6	3	30	6	3	30	6
" Angles on upper edge										
" Spacing	48			48			48			48
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel										
" Angles on upper edge										
" Spacing										
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel										
" Angles on upper edge										
" Spacing										
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel										
" Angles on upper edge										
" Spacing										

PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
PILLARS, In 'tween Deck, size and spacing										
" Hold										
" Quarter, 'tween Dks.,										
" in Hold										
KEELSONS AND STRINGERS.										
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate										
" Rider Plate										
" Flat Keel Plate Angles										
" Horizontal Plates on Floors										
" Angles or Bulb Angles										
SIDE KEELSONS, Number										
" Angles or Bulb Angles										
" Plate above floors, for length										
" Intercoastal Plate, for length										
" Attached to outside plating with Angle										
BILGE KEELSON, Angles										
" Intercoastal Plate, for length										
" Attached to outside plating with Angle										
SIDE STRINGERS, Number										
" Angle										
" Intercoastal Plate, for lng.										
" Attached to outside plating with Angle										
Awning or Shelter Deck Stringer Plates, breadth and thickness										
" Angle on ditto										
" Tie Plates, fore and aft, outside Hatchways										
" Deck, * Iron or Steel, for lng.										
" Wood Deck, Material & thickness										
Upper Deck Stringer Plate, breadth and thickness	42 x 42			42 x 42			42 x 42			42 x 42
" Angle on ditto	3 1/2 x 3 1/2 x 41			3 1/2 x 3 1/2 x 41			3 1/2 x 3 1/2 x 41			3 1/2 x 3 1/2 x 41
" Tie Plates, outside Hatchways	20 x 42			20 x 42			20 x 42			20 x 42
" Deck, * Iron or Steel, for lng.	tie throughout			tie throughout			tie throughout			tie throughout
" Wood Deck, Material & thickness	5 x 2 1/2			5 x 2 1/2			5 x 2 1/2			5 x 2 1/2
Second Deck Stringer Plates, br'dth & thkn's	69 x 34			69 x 34			69 x 34			69 x 34
" Angles on ditto, No. 2	3 x 3 x 34			3 x 3 x 34			3 x 3 x 34			3 x 3 x 34
" Tie Plates, outside Hatchways	30			30			30			30
" Deck, * Material and thickness	5 x 2 1/2			5 x 2 1/2			5 x 2 1/2			5 x 2 1/2
Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness										
" 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										
" Angle on ditto										
" Tie Plates										
" Deck, Material and thickness										
Forecastle Deck Stringer Plate, br'dth & th'kns										
" Angle on ditto										
" Tie Plates										
" Deck, Material and thickness										

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WEB FRAMES.				Inches in Ship.		Inches per Rule.		FORGINGS or CASTINGS.		Inches in Ship.		Inches per Rule.	
WEB-FRAMES, In Fore Body, No. and spacing								KEEL, Bar, depth and thickness		Flat plate keel			
" " " brdth. & thickness								STEM, moulding and thickness		7 1/4 x 1 3/4		7 1/4 x 1 3/4	
" " " No. of Side Stringers " "								STERN-POST for Rudder do. do.		6 1/2 x 5		6 1/2 x 5	
WEB-FRAMES, In E. & B. Space, No. & spacing								" for Propeller		7 x 5		7 x 5	
" " " brdth. & thickness								RUDDER-A x D Table 22. Speed		10 1/2		91	
WEB-FRAMES, In After Body, No. and spacing								" Main-Piece, diameter at head		4 3/4		4 3/4	
" " " brdth. & thickness								" " " at heel		3 1/2		3 1/2	
" " " No. of Side Stringers " "													
" " " Size of Face Angles to Web-Frames.....													
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....													

BULKHEADS.		Number.		Thickness.		STIFFENERS.				Single or Double Frames.		Height up, state deck.	
		Vessel.		Per Rule.		Horizontal.		Vertical.					
						Size.		Spacing.					
						Inches.		Inches.					
W.T.BULKHEADS		5 4		AP		42-30		6 x 3-34 0. A 24" single		2nd deck			
						40-26		6 x 3-36 0. A 25"					
								7 x 3-38 0. A 29"					
						44-26		6 x 3-34 0. A 24"		upper deck			
" COLLISION "													
PARTITION "													
LONGITUDINAL..						5.84, 4.5 2nd deck, one to upper deck							
Are the outside Plates doubled two spaces of Frames in length? No													
Are the Sluice Valves and Watertight Doors in efficient working order? Yes													
RUDDER, how constructed Built													
" Thickness of Plates or Single Plate 3/4													
Can the Rudder be unshipped afloat? Yes													
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.?													
The Steel Co. of Scotland, Lanarkshire													
Steel Co.													
Has the Steel been tested as required by the Rules? Yes													

PLATING.										RIVETING.												
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES, Ordinary or joggled?				BUTTS.								
		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Breadth of Lap.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAFS.		IF LAPPED.
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	For what Length.
FLAT PLATE KEEL.....		43	47	43	43	43	47	43	47	double	4 1/2	3/4	3	Table 22.	3/4	2 1/2			7 1/2	full		
(1) Bar Keel, state Riveting.																						
GARBOARD or A Strake			41	41	38	60	41												7 1/2			
State actual thickness in way of Double Bottom.					39	65																
B "																						
C "					40																	
D "					39			55 1/2														
E "					38	38													5			
F "																						
G "		63				60	41												7 1/2			
Sheerstrake H "		58				58	41															
J "																						
K "																						
L "																						
M "																						
N "																						
O "																						
P "																						
Q "																						
R "																						
S "																						
T "																						
U "																						
V "																						
W "																						
THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DECK OF Flat Plate Keel " Sheerstrakes Length and thickness.																						
POOP SIDES																						
SHORT BRIDGE SIDES																						
FORECASTLE SIDES																						

Awning or Shelter Deck		Butts, Treble riveted for half length amidship.		Butts of Side Stringers riveted.	
Stringer Plate		Straps, single, double or overlapped for full length amidship.		Tie Plates - upper deck single riveted.	
Upper Deck		Butts, double riveted for full length amidship.		Inner Bottom Plating, riveting of Edges Single Butts double single	
Stringer Plate		Straps, single or overlapped for full length amidship.		Centre Girder Butts, Treble double riveted. Keelson Butts, riveted.	
				Frames, riveted through Plates with 3/4 in. Rivets, about 5 1/2 apart.	
				Rivets, state whether Iron or Steel iron	
FRAMES extend in one length from Bulk to upper deck		State if ordinary or joggled joggled			
REVERSED FRAMES on floors and frames extend from Bulk under mach. and Bulk Beams		State if ordinary or joggled joggled			

MASTS, SPARS, &c.																					
		Material.		Rule 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		33-6"		17 1/2 x 35		13 1/2 x 35		14 x 30		2		none		single		treble	
		Main						17 1/2 x 31		13 1/2 x 31		14 x 30									
		Mizen																			
Bowsprit																					
Topmasts, Yards and Remainder of Spars																					
Rigging, Material and Size, Shrouds		3 @ 3" G.S.W.R. each side each mast																			
Stays		1 Forestay 1 Mainstay each 4" G.S.W.R.																			
Sails.		none																			
Suit of																					
Sails, and the following spare sails																					

EQUIPMENT No. 13002 LETTER 0										ANCHORS.									
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.					
86821	1st Bower	28	2	3	Stockless			27	11	3	14	28	0	0	Hall's Stockless	Hingley	10/4/24	Netherham: H. Green	
86820	2nd "	28	2	0	"			27	10	0	0	28	0	0	Hall's Stockless	do	do	do	do
86841	3rd "	25	0	2	"			24	17	0	21	24	0	0	Hall's Stockless	do	29/4/24	do	do
	Collective weight	82	0	5								80	0	0					
86799	Stream	7	0	13	1	3	17	9	7	0	21	7	0	0	Rodgers	Hingley	31/3/24	Netherham: H. Green	
	Kedge																		

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

1st Bower 18-0-15: N.D.: 1787: 21/2/24:
2nd " 18-0-19: N.D.: 1780: 7/2/24.
3rd " 17-1-10: N.D.: 1797: 20/3/24

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.	Sta- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Fathoms.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.		
75524	120 ⁵ / ₈	19 ¹ / ₁₆	43.9	61.4	149.3.26	298.3.0	240	19 ¹ / ₁₆	Steel	Hingley	Netherham: 27/3/24: H. Green	TOWLINE F.S.W.	90	3 ¹ / ₄	22.0	90	3 ¹ / ₄		
76999	120 ⁵ / ₈	19 ¹ / ₁₆	43.9	61.4	150.0.20		"	19 ¹ / ₁₆	Steel	"	" 28/3/24 "	HAWSERS & WARPS F.S.W.	90	2 ¹ / ₄	9.5	90	2 ¹ / ₄		
	75	3 ³ / ₄		29	300-8-18		75	3 ³ / ₄	F.S.W.	Bullivant		" "	90	5"		90	5"		
Chain or Steel Wire...																			

Boats 3 @ 25' x 7' 9" x 3' 2" 1 @ 18' x 6' 3" x 2' 5"

Steering Gear, Steam 5' x 6' by Denton

Steering Gear, Hand 3 1/2' gear by Denton

Pumps, Number one

Diameter of Barrel 3"

State whether they are in efficient working order Yes.

Windlass is 8 1/2' x 10' Steam by Clarke Chapman

Capstan none

Engine Room Skylights.—How constructed? Steel

What arrangements for deadlights in bad weather? none

Coal Bunker Openings.—How constructed? none

How are lids secured? ✓

Height above deck? —

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 3 each side 3" to upper deck, 3 each side 4" to 6" 2" dk.

2 freeing ports each side

Ceiling in Holds, thickness and material 2 1/2" Red Pine

Cargo Battens, thickness and material 6 x 2 Red Pine

Cargo Hatchways.—How formed? Steel plates and angles

Hatches, If strong and efficient? Yes 3' Baltic Deal

State size No. 1 Hatch (Forward) 2' x 2' on upper 2" dk. No. 2 Hatch 16' x 12' on upper 2 1/2" dk. No. 3 Hatch 20' x 14' on upper 2" dk. No. 4 Hatch 16' x 12' on upper 2 1/2" dk.

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 16 No. 1 hatch; 26 No. 2 hatch upper deck, 3 6" 2" dk; 3 6" No. 3 hatch

No. of Breasthooks none

No. of Crutches none

Bulwarks, height above deck and description. ALEXANDER STEPHEN & SONS, LIMITED.

Main Rail and Stays material and size

The foregoing is a correct description.

Surveyor's Signature

Geo. Webster Groom Shaw

Builder's Signature (here only)

W.D. M. Demoil

Director

Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M. 15/5/24; E. 20/12/23

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 where fitted

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? a few

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes

State results of tests Satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes

State results of tests Satisfactory

General Remarks (State quality of workmanship, &c.) The workmanship is good. The vessel has been built in

accordance with the approved plans, the Secretary's letters of the above date and in

conformity with the Rules for the class contemplated. The Owners are aware that

the vessel has been built in accordance with the Society's proposed Rules (1923-4)

(See Builder's letter)

The vessel is constructed to carry Oil fuel in Nos. 1, 2, 3 & 4 Double Bottom Tanks for her own use

The tanks have been tested in accordance with the Rules and the requirements

of Sec 35. of the Rules have been complied with

Tracing & Casting reports and 14 approved plans enclosed herewith. Also Indelshep

Section as built

Fitted for Oil Fuel F.P. above 150°F

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built.

Rebonds	5	0	0
The amount of Entry Fee	£	5	0
Special Survey Fee	£	104	16
Travelling Expenses, if any	£		

Fees applied for,

17 JUNE 1924

Received by me,

19/6/24

Certificate to be sent to

GLASGOW

Date of issue 20/9/24

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed

* 100 A.1.

With, or without Freeboard, as condition of Class

with freeboard

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW

17 JUN 1924

Character assigned

100 A.1

with freeboard

6.24.

Lloyd's A.C.P.

+ L.M.C 6.24

Fitted for oil fuel 6.24 F.P. above 150°F

The Surveyor is requested not to write on or below the Committee's Minute.

0293 2/2

EB-FRAM
" No
EB-FRAM
" "
EB-FRAM
" "
" No.
" Size of
Web Fram
BULKHEAD
T.BULKH
COLLISIO
RTITION
NGITUDE
the outside
the Sluice
STRA
AT PLATE
of Bar Keel, sta
RBOARD OF
ate actual
thickness in
y of Double
Bottom.
sheer stake
KNESNESS OF SH
AR OF LONG
O. OF STRA
G. of Flat P
Sheer
length and th
P SIDES
RT BRIDGE
ECASTLE SI
upper
lower
alter Dec
finger Pla
er Deck
finger Plat
AMES exten
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aprit
nasts, Yard
ing, Mater

ated 30
(334798) Wt.