

With ~~Without~~

STEEL STEAMER.

Received at London Office WED JUL 5 1922

Disconnected Erections.

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

Date of completion of report

*1st July 1922*Port of *Glasgow*No. *42040*

Survey held at

*Glasgow*Date, First Survey *12th Sep 1920*

Last Survey

*21st June 1922**1922*On the *(Single, Twin, or Triple Screw)**Twin Screw Steamer**MULBERA*

Rig

Schooner

TONNAGE under

*7289.12*CLASS *+ 100 A.1.*

FEET.

Master

Walker Steadman

Do. between Tonnage Dk. and 3rd and 4th Dk.

Breadth (greatest moulded)

59.75

Year of appointment

*(1) As Master in service of owner of present vessel—19
(2) As Master of this vessel—19*

Total under Upper Dk.

7289.12

Depth, at middle of length from top of keel to top of upper deck beams at side

*36.0*Built at *Govan Glasgow*

Do. of Poop

165.30

Transverse Number

*95.75*When built *1922* Launched *14 Feb 1922*Do. of ~~Upper~~ *Chaythouse**5.24*

Length on deck from fore part of stem to after part of stern post

*465.0*By whom built *Messrs A Stephen & Sons Ltd*

Do. of Bridge House

651.46

Longitudinal Number

*44523*Owners *British India Steam Nav Co*

Do. of Forecastle

71.30

Depth "d," at middle of length (See Secs. 2 & 13)

23.25

Managers

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

Do. of Houses on Dk.

890.86

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

*12.91*Residence *London*

Do. of excess of Hatchways

27.03

" " Long Bridge Deck Beam at side to top of keel

*10.56*Port belonging to *Glasgow*

Gross Tonnage

9100.31

Less Crew Space

499.09

Less above Crown of Engine Room

9100.31

TONNAGE FOR FEES

2912.10

Less Engine Room

168.22

Less Navigation Spaces

5520.90

Destined Voyage

*India*If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
<i>465</i>	<i>0</i>		<i>59</i>	<i>9</i>		Do. do. do. do. Second Dk. Beams	<i>33</i>	<i>24</i>	<i>Two</i>
									No. of Tiers of Beams

Dimensions of Ship per Register, Length *466.3* breadth *60.1* depth *33.3* Moulded depth, ft. *44* ins. *0* To Bridge Dk. Round of Upper Dk. Beam, Actual *14* ins. Moulded depth, ft. *36* ins. *0* To Upper Dk.

FRAMING.				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
FRAME, where 27" spacing Bars amidships				PILLARS In 'tween Deck, size and spacing			
<i>9</i>	<i>3 1/2</i>	<i>56</i>	<i>9</i>	<i>Two Rows 8" 9"-10" wide spaced</i>			
<i>9</i>	<i>3 1/2</i>	<i>50</i>	<i>9</i>	<i>" " 14" 15"-17" dia "</i>			
Do. in peaks	<i>8</i>	<i>48</i>	<i>8</i>	<i>on intercostal girders</i>			
Do. in way of Double Bottoms at Solid Floors	<i>4</i>	<i>3 1/2</i>	<i>46</i>	<i>and as per plan</i>			
Spacing of Frames from centre to centre amidships	<i>35</i>	<i>35</i>	<i>35</i>				
" " length to Collision bulkhead	<i>27</i>	<i>27</i>	<i>27</i>				
" " in peaks	<i>24</i>	<i>24</i>	<i>24</i>				
REVERSED FRAME, Angles	<i>9</i>	<i>4</i>	<i>60</i>				
Do. in way of Double Bottoms at Solid Floors	<i>4</i>	<i>3 1/2</i>	<i>46</i>				
" " in Boiler Space	<i>4</i>	<i>3 1/2</i>	<i>56</i>				
FRAMING, depth of girder	<i>13</i>	<i>13</i>	<i>13</i>				
FLOORS, depth and thickness of Floor Plate at mid-line for 1 length amidships	<i>ER. 50, BR. 54</i>	<i>ER. 44, BR. 54</i>	<i>ER. 40</i>				
" in way of Engine and Boiler Spaces	<i>4</i>	<i>3 1/2</i>	<i>56</i>				
" thickness at the ends of vessel	<i>4</i>	<i>3 1/2</i>	<i>56</i>				
" depth at 1/2 the half breadth, as per Rule	<i>4</i>	<i>3 1/2</i>	<i>56</i>				
" height extended at the Bilge	<i>4</i>	<i>3 1/2</i>	<i>56</i>				
FLOORS in Cell. Double Bottoms	<i>47</i>	<i>50</i>	<i>44</i>				
" state if flanged (top & bottom)	<i>40</i>	<i>40</i>	<i>40</i>				
" Spacing of Solid floors	<i>35</i>	<i>35</i>	<i>35</i>				
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.	<i>47</i>	<i>58</i>	<i>47</i>				
" Angles, Top	<i>5</i>	<i>5</i>	<i>62</i>				
" Bottom	<i>5</i>	<i>5</i>	<i>62</i>				
" to Floors	<i>5</i>	<i>5</i>	<i>62</i>				
Brackets at intermdt. frmg. width & thknss	<i>Two</i>	<i>42</i>	<i>Two</i>				
state if flanged (top and bottom)	<i>40</i>	<i>40</i>	<i>40</i>				
Angles (top and bottom)	<i>9</i>	<i>3 1/2</i>	<i>56</i>				
to Floors	<i>9</i>	<i>3 1/2</i>	<i>56</i>				
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>40</i>	<i>40</i>	<i>40</i>				
Angle to Outside Plating	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>				
Floors	<i>5</i>	<i>3 1/2</i>	<i>46</i>				
Brackets at intermdt. frmg. width & thknss	<i>43</i>	<i>43</i>	<i>43</i>				
Height of Outside Brackets above at bilge	<i>43</i>	<i>43</i>	<i>43</i>				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>66</i>	<i>52</i>	<i>66</i>				
" in Engine and Boiler space	<i>ER. 58, BR. 58</i>	<i>ER. 54, BR. 58</i>	<i>ER. 48</i>				
Remainder in Holds	<i>48</i>	<i>48</i>	<i>48</i>				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3</i>	<i>3</i>				
In way of Long Bridge	<i>8</i>	<i>3</i>	<i>3</i>				
Spacing	<i>35</i>	<i>35</i>	<i>35</i>				
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>48</i>				
Spacing	<i>35</i>	<i>35</i>	<i>35</i>				
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3</i>	<i>3</i>				
Angles on upper edge	<i>48</i>	<i>48</i>	<i>48</i>				
Spacing	<i>35</i>	<i>35</i>	<i>35</i>				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>3</i>				
Angles on upper edge	<i>35</i>	<i>35</i>	<i>35</i>				
Spacing	<i>35</i>	<i>35</i>	<i>35</i>				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>3</i>				
Angles on upper edge	<i>35</i>	<i>35</i>	<i>35</i>				
Spacing	<i>35</i>	<i>35</i>	<i>35</i>				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3</i>	<i>3</i>				
Angles on upper edge	<i>48</i>	<i>48</i>	<i>48</i>				
Spacing	<i>35</i>	<i>35</i>	<i>35</i>				

WEB FRAMES. In Fore Body, No. and spacing. No. of Side Stringers. WEB FRAMES, In E. & L. Space, No. & spacing. WEB FRAMES, In After Body, No. and spacing. BRACKET PLATES to Stringers between Web Frames, depth and thickness. BULKHEADS. STIFFENERS. PLATING. STRAKES. RIVETING. BUTTS. UPPER DECK. SECOND DECK. BRIDGE DECK. FRAMES. MASTS, SPARS, &c.

FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. BRACKETS for Propeller. RUDDER-AxD. Table 22. Speed. Main-Piece, diameter at head. RUDDER, how constructed. Thickness of Plates or Single Plate. Manufacturer's name or trade mark of the Iron or Steel. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps, Number. Windlass is efficient. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The foregoing is a correct description. Builder's Signature. Correspondence. See Secretaries Letters of various dates. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Are the butts of plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. The vessel is constructed for carrying oil fuel in Nos. 2, 3, 4 & 5. double bottom tanks and in settling tank on centre line at the fore end of the Boiler space. These Compartments have all been tested in accordance with the Rules for carrying oil fuel, and all the requirements of Section 149 of the Rules have been complied with. Flash point of oil above 150 F. Oil Fuel for vessels own use. This vessel is similar to the "Matra" Gls Report No. 41908, built for the same owners. 43. Approved plans forwarded herewith also copy of midship section as built and 7. Forging Reports. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Note oil fuel arrangements.

GENERAL REMARKS—(continued).

This vessel sustained slight damage to poop side plating on starboard side through colliding with the "T.S.S. Metagama" while being caulked at the entrance to Gran dock on the 17th May. In repairing same one poop side plate at fore end of poop faired in place. Buckles straining to run deck straightened, sun deck part renewed & broken fairlead replaced. The repair effected are satisfactory and the vessel is now in good & efficient condition. The vessel was seen in dry dock on the 18th May and found in good condition. Bottom cleaned & Coated.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49.8 ft., R.Q.D. ☒ ft., Bridge 175 ft., Forecastle 43 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 should appear in the Register Book) Two dks (steel) Upper deck beam sheathed.
 Official No. 146298; Signal Letters ✓ State if Machinery is fitted aft No
 How are the surfaces preserved from oxidation? Inside Holds & Sides & then Coal Bunkers Bit Enamel Outside Anti Corrosive & anti fou
Two Decks Composition Cement & Cement wash in Dkt Bottom & oxide above paint

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>140</u>	<u>390</u>	Fore peak tank,	<u>25.1</u>	<u>92</u>
Double bottom, under Engines and Boilers,	<u>58.3</u>	<u>240</u>	After peak tank,	<u>17.25</u>	<u>104</u>
Double bottom, if under Engines only,			Deep tank, aft,	<u>✓</u>	<u>✓</u>
Double bottom, if under Boilers only,			Deep tank, forward,	<u>✓</u>	<u>✓</u>
Double bottom, forward,	<u>201.4</u>	<u>787</u>	Other tanks, if fitted, <u>4. F.W. Between Tunnels.</u>	<u>96.25</u>	<u>245</u>
	Total capacity of double bottom	<u>1447</u>	(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.

Total length of Double Bottom Tanks = 400 feet

Order for Special Survey No. 5451

Date 9.12.1920

No. 496 in builder's yard.

DATES of Surveys held while building

1920 Sep 12 Oct 5.12.20.26 Nov 10.17 Dec 9.13.27.1921 Jan 18.26 Feb 23 Mar 8.11.14.15.18.21.25 Apr 1.15.28.30 May 3.9.16.18.24 Jun 1.6.14.22 July 8.28 Aug 11.19 Sep 16 Oct 3.4.11.17.26 Nov 9.10.21.25 Dec 2.8.9.15.16.19
1922 Jan 13.18.30 Feb 6.8.9.13.14.28 Mar 9.31 Apr 7.18.27.28 May 3.5.8.12.17.18.23.24.29.30.31 Jun 1.6.7

Total No. of Visits 8

Surveyor's Signature

A. Chisholm for G. M. Shaw & Self

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