

With or Without

STEEL STEAMER.

WED. 25 MAY. 1921

Received at London Office

41119

Disconnected Erections.

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

Date of completion of report
Survey held at

19th May 1921

Port of Glasgow

Date, First Survey

8th July 1919

Last Survey

10th May 1921

1921

Twin Screw Steamer

MANELA

Rig

Schooner

On the (State if Single, Twin, or Triple Screw)

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of House on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

CLASS 100 A1

FEET.

Master

MAPLES

Year of appointment

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

Built at

Glasgow

When built

1921

Launched

9th Oct 1920

By whom built

Barclay Curle & Co. Ltd.

Owners

British India S.N.B.

Managers

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

Residence

Port belonging to

Glasgow

Register Tonnage

Destined Voyage

India

If Surveyed while Building, Afloat, & 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 do. do. Second Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
450 0			58 0			32 10			2	2

Dimensions of Ship per Register, Length 450.0 breadth 58.3 depth 32.85 Moulded depth, ft. 35 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 14 ins.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or E. L. Bars amidships	8	3 1/2	.48	8	3 1/2	.48	PILLARS In 'tween Deck, size and spacing	2 rows of wide spaced pillars & girders as per approved plans					
Do. in peaks	7	3 1/2	.42	7	3 1/2	.42	" " Hold						
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	.42	3 1/2	3 1/2	.42	" " Quarter 'tween Dks.,						
" " at intermdt. Plats.							" " in Hold						
Spacing of Frames from centre to centre amidships	27			27			KEELSONS & STRINGERS.						
" " from 1/2 length to Collision bulkhead	27			27			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate						
" " in peaks	24			24			Rider Plate						
REVERSED FRAME, Angles, or E. L. Bars	7	3 1/2	.50	7	3 1/2	.50	" Flat Plate Keel Angles						
Do. in way of Double Bottoms at Solid Floors	4	3 1/2	.42	4	3 1/2	.42	" Horizontal Plates on Floors						
" " at intermdt. Plats.	11			11			" Angles or Bulb Angles						
FRAMING, depth of girder							SIDE KEELSONS, Number						
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships							" Angles or Bulb Angles						
" in way of Engine and Boiler Spaces							" Plate above floors, for length						
" thickness at the ends of vessel							" Intercostal Plate, for length						
" depth at 1/2 the half breadth, as per Rule							" Attached to outside Plating with Angle						
" height extended at the Bilges							BILGE KEELSON, Angles						
FLOORS in Cell. Double Bottoms	40 1/2	36	.40	40 1/2	36	.40	" Intercostal Plate for length						
" state if flanged (top & bottom)	27			27			" Attached to outside Plating with Angle						
" Spacing of Solid floors	46			46			SIDE STRINGERS, Number						
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	4 1/2	4 1/2	.68	4 1/2	4 1/2	.68	" Angle						
" Angles, Top	5	5	.60	5	5	.60	" Intercostal Plate, for length						
" Bottom	5	5	.68	5	5	.68	" Attached to outside plating with Angle						
" to Floors	5	5	.68	5	5	.68	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	85	.62	85	.62		
Brackets at intermdt. frmg. with & thickness							" " " " br'dth & thickness (in way of Bridge)	76	.48	76	.48		
SIDE GIRDERS, number on each side & thickness	Two			Two			" " " " Angle (clear of Bridge)	54 1/2	.74	54 1/2	.74		
" state if flanged (top and bottom)							" Tie Plate at sides of Hatchways						
" Bulb Angles (top and bottom)	9	3 1/2	.52	9	3 1/2	.52	Deck, * Iron or Steel, for full lng.						
" to Floors	6	3	.40	6	3	.40	" Thickness (clear of Bridge)	46		46			
MARGIN PLATE, depth & thickness	4 1/2			4 1/2			" (in way of Bridge)	40		40			
" Angle to Outside Plating	4	4	.50	4	4	.50	Wood Deck, Material & thickness	5.0 1/2 Teak + Oregon Pine					
" " Floors	3 1/2	3 1/2	.44	3 1/2	3 1/2	.44	Second Deck Stringer Plate, br'dth & thickness	91	.40	91	.40		
Brackets at intermdt. frmg. with & thickness							" Angles on ditto, No. 2	44 1/2	.50	44 1/2	.50		
Height of Outside Brackets above at bilge	4 1/2			4 1/2			" Tie Plates outside Hatchways						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	46			46			Deck, * Iron or Steel, for full lng.	40		40			
" in Engine and Boiler space	5.52 1/2	5.52 1/2	.56	5.52 1/2	5.52 1/2	.56	Wood Deck, Material & thickness						
" Remainder in Holds	40 1/2	36	.40	40 1/2	36	.40	Third Deck Stringer Plate, br'dth & thickness						
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	10 1/2	3 1/2	.44	10 1/2	3 1/2	.44	" Angles on ditto, No.						
" In way of Long Bridge	5 1/2			5 1/2			" Tie Plates, outside Hatchways						
" Spacing	5 1/2			5 1/2			Deck, * Material and thickness						
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	12 1/2	4 1/2	.62	12 1/2	4 1/2	.62	" Deck, Material & thickness	38	.36	38	.36		
" Spacing	5 1/2			5 1/2			" Angle on ditto	35 1/2	.36	35 1/2	.36		
BEAMS, Third and Fourth Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	9 1/2	3 1/2	.46	9 1/2	3 1/2	.46	" Tie Plates	24 1/2	.40	24 1/2	.40		
" Angles on upper edge	5 1/2			5 1/2			" Deck, Material and thickness	2 1/2		2 1/2			
" Spacing	5 1/2			5 1/2			Bridge Deck Stringer Plate, br'dth & thickness	85	.54	85	.54		
BEAMS, Poop Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	10 1/2	3 1/2	.54	10 1/2	3 1/2	.54	" Angle on ditto	54 1/2	.64	54 1/2	.64		
" Angles on upper edge	5 1/2			5 1/2			" Tie Plates	44		44			
" Spacing	5 1/2			5 1/2			" Deck, Material and thickness	38	.36	38	.36		
BEAMS, Bridge Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	10 1/2	3 1/2	.54	10 1/2	3 1/2	.54	Forecastle Deck Stringer Plate, br'dth & thickness	35 1/2	.36	35 1/2	.36		
" Angles on upper edge	5 1/2			5 1/2			" Angle on ditto	30 1/2	.40	30 1/2	.40		
" Spacing	5 1/2			5 1/2			" Tie Plates	25 1/2	.36	25 1/2	.36		
BEAMS, Forecastle Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	11 1/2	3 1/2	.52	11 1/2	3 1/2	.52	" Deck, Material and thickness	2 1/2		2 1/2			
" Angles on upper edge	5 1/2			5 1/2									
" Spacing	5 1/2			5 1/2									

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

WEB FRAMES.				FORGINGS OR CASTINGS.			
Inches in Ship.				Inches in Ship.			
WEB FRAMES, In Fore Body, No. and spacing				STEM, moulding and thickness			
No. of Side Stringers				11 x 27/8 11 x 27/8			
WEB FRAMES, In E. & B. Space, No. and spacing				STERN-POST for Rudder do. do.			
No. of Side Stringers				11 x 2 1/2 11 x 2 1/2			
WEB FRAMES, In After Body, No. and spacing				RUDDER-A x D Table 22. Speed			
No. of Side Stringers				2 knots 704			
Size of Face Angles to Web-Frames				Main-Piece, diameter at head			
BRACKET PLATES to Stringers between				11 1/2 11 1/2			
Web Frames, depth and thickness				at heel 8 1/2 8 1/2			
BULKHEADS.				RUDDER, how constructed			
Number, Thickness, Vessel, Rule, Inches				Forged & built			
STIFFENERS.				Thickness of Plates Single Plate			
Horizontal, Vertical, Size, Spacing, Inches, Inches				1 1/2			
W.T. BULKHEADS				Can the Rudder be unshipped afloat?			
360 112 x 30 30 Single Upper				Yes			
60 4 as per approved plans				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.)			
" COLLISION "				Open heart steel			
" PARTITION "				Breadth of Steel 6" of Scotland, Glasgow			
" LONGITUDINAL "				Colville, Lancashire, Stewart & Lloyd, Dundee.			
9 Bulkheads to upper deck, brackets fitted				Has the Steel been tested as required by the Rules?			
Are the outside Plates doubled two spaces of Frames in length?				Yes			
Are the Hatch Covers and Watertight Doors in efficient working order?				Yes			
PLATING.				RIVETING.			
AS IN SHIP.				EDGES.			
STRAKES.				Ordinary or Joggled			
AMIDSHIP, FORWARD, AFT.				BUTTS.			
Breadth, Thickness, Thickness, Thickness				Single or Double, Breadth of Lap, Diam. Spacing			
FLAT PLATE KEEL				Double or Treble and for what Length			
58 1 1/4 80 80 58 1 1/4				Dble 6 3/4 1 1/2 1 1/2			
GARBOARD OF A STRAKE				Dble 5 1/2 7/8 3 3/8			
State actual thickness in way of Double Bottom.				Dble 5 1/2 7/8 3 3/8			
B				Dble 5 1/2 7/8 3 3/8			
C				Dble 5 1/2 7/8 3 3/8			
D				Dble 5 1/2 7/8 3 3/8			
E				Dble 5 1/2 7/8 3 3/8			
F				Dble 5 1/2 7/8 3 3/8			
G				Dble 5 1/2 7/8 3 3/8			
H				Dble 5 1/2 7/8 3 3/8			
I				Dble 5 1/2 7/8 3 3/8			
J				Dble 5 1/2 7/8 3 3/8			
K				Dble 5 1/2 7/8 3 3/8			
L				Dble 5 1/2 7/8 3 3/8			
M				Dble 5 1/2 7/8 3 3/8			
N				Dble 5 1/2 7/8 3 3/8			
O				Dble 5 1/2 7/8 3 3/8			
P				Dble 5 1/2 7/8 3 3/8			
Q				Dble 5 1/2 7/8 3 3/8			
R				Dble 5 1/2 7/8 3 3/8			
S				Dble 5 1/2 7/8 3 3/8			
T				Dble 5 1/2 7/8 3 3/8			
U				Dble 5 1/2 7/8 3 3/8			
V				Dble 5 1/2 7/8 3 3/8			
W				Dble 5 1/2 7/8 3 3/8			
THICKNESS OF SHEET				Dble 6 3/4 1 1/2 1 1/2			
CLEAR OF LONG BRIDGE				Dble 6 3/4 1 1/2 1 1/2			
DO. OF STRAKE BELOW				Dble 6 3/4 1 1/2 1 1/2			
DOUBLE OF FLAT PLATE KEEL				Dble 6 3/4 1 1/2 1 1/2			
Sheerstrakes				Dble 6 3/4 1 1/2 1 1/2			
Length and thickness				Dble 6 3/4 1 1/2 1 1/2			
POOP SIDES				Dble 6 3/4 1 1/2 1 1/2			
SHORT BRIDGE SIDES				Dble 6 3/4 1 1/2 1 1/2			
FORECASTLE SIDES				Dble 6 3/4 1 1/2 1 1/2			
Upper Deck				Butts, Quad riveted for half length amidship.			
Stringer Plate				Butts of Side Stringers riveted.			
Second Deck				Butts, Quad riveted for full length amidship.			
Stringer Plate				Butts of Side Stringers riveted.			
Bridge Deck				Butts, Quad riveted for full length amidship.			
Stringer Plate				Butts of Side Stringers riveted.			
Frames, riveted through Plates with 7/8 in. Rivets, about 5 1/2 apart.				Rivets, state whether Iron or Steel			
FRAMES extend in one length from centre line to Margin there to upper				State if ordinary or joggled			
REVERSED FRAMES on floors and frames extend to 2nd deck				Joggled			
Intermediate frames in poop & forecastle & hull angles				Joggled			
carried to bridge deck at bridge ends				Joggled			
MASTS, SPARS, &c.				RIVETING.			
Diameter and Thickness				Angles			
At Partners, Heel, Hounds, Head				Number, Size, Spacing			
Fore Mast				Single Treble			
Main Mast				Single Treble			
Topmasts, Yards and Remainder of Spars				Single Treble			
Rigging, Material and Size, Shrouds				Single Treble			
Sails				Single Treble			

EQUIPMENT No. 44752				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				Weight, Ex. Stock				Description of Anchor.			
1st Bower				57 17 2 0 1/2				Halls & Sons			
2nd "				57 8 3 0 1/2				Halls & Sons			
3rd "				51 10 0 0 1/2				Halls & Sons			
Collective weight				221 1 1/4				Halls & Sons			
Stream				22 1 1/4				Halls & Sons			
Kedge				10 0 6 2 2 1/2				Halls & Sons			
Particulars of Drop Test of Cast Steel Anchors, viz.:-				1st Bower 45-3-18. W.C. 2921. 18/5/20				Halls & Sons			
Weight, Surveyor's Initials, Number of Certificate, Date of Test.				2nd " 45-3-12. W.C. 2889. 7/5/20				Halls & Sons			
				3rd " 37-0-0. W.C. 2885. 4/5/20				Halls & Sons			
				4th "				Halls & Sons			
CHAIN CABLES.				HAWERS AND WARPS.							
Number of Certificate.				Length and size supplied.				Length and size supplied.			
54849				1502 2 1/2 16 10 1/4 18 1/2 10				130 5 1/4 7 8 130 5 1/4			
69269				1502 2 1/2 16 10 1/4 18 1/2 10				130 5 1/4 7 8 130 5 1/4			
69285				1502 2 1/2 16 10 1/4 18 1/2 10				130 5 1/4 7 8 130 5 1/4			
69286				1502 2 1/2 16 10 1/4 18 1/2 10				130 5 1/4 7 8 130 5 1/4			
Boats				Steering Gear, Steam				Steering Gear, Hand			
Pumps, Number				Diameter of Barrel 5 1/2				State whether they are in efficient working order			
Windlass is				Efficient				Shutters skulls eyes			
Engine Room Skylights				How constructed				What arrangements for deadlights in bad weather			
Coal Bunker Openings				How constructed				How are lids secured?			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.				6 scuppers each side, 8 freeing ports 4 1/2 x 18				Height above deck?			
Ceiling in Holds, thickness and material				2 1/2 W.C.				Cargo Batts, thickness and material			
Cargo Hatchways				How formed				Hatches, If strong and efficient?			
State size No. 1 Hatch (Forward)				18-0 x 18-0				No. 2 Hatch 29-3 x 18-0			
No. 3 Hatch				20-3 x 18-0				No. 4 Hatch			
Number of Web Plates, Shifting Beams				6 1/2 x 2 1/4				No. of Breasthooks			
No. 5 & 6 afters				No. 7 & 8				No. of Crutches			
Bulwarks, height above deck and description				4-0 steel plates				Main Rail, material and size			
The foregoing is a correct description.				Surveyor's Signature				Surveyor to Lloyd's Register of Shipping.			
Builder's Signature				H. J. Currie				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			
Seep & Glasgow letters of various dates				Planned & fitted				Planned & fitted			
Workmanship				Are the butts of plating planed or otherwise fitted?				Planned & fitted			
Is the riveted work properly closed?				Yes				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?			
Are the liners between the frames and plates solid single pieces?				Yes				Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces?			
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?				Yes				State results of tests			
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?				Yes				State results of tests			
General Remarks (State quality of workmanship, &c.)				Workmanship good				This vessel has been built in accordance with the approved plans, the Seep's letters of above dates and otherwise in conformity with the rules for the class contemplated.			
4 Forging reports & 28 plans enclosed.				X 2-3-4-5 double bottom tanks have been fitted for the carriage of oil fuel and all the requirements of Sec 49 of the rules have been complied with.				This is a sister vessel to S's Marshbrook 4b report X 40547.			
The amount of Entry Fee				11 0 0				Fees applied for			
Special Survey Fee				407 11 0				Received by me			
Travelling Expenses, if any				13 0 0				Certificate to be sent to			
State whether the Vessel has been built under Special Survey				Yes				Glasgow. Date of issue			
I am of opinion this Vessel should be Classed				1000 A1				28/10/21			
With, or without Freeboard, as condition of Class				without				Fitted for oil fuel 5-21			
Committee's Minute				GLASGOW				24 MAY 1921			
Character assigned				1000 A1				Surveyor to Lloyd's Register of Shipping.			
5-21				Lloyd's atcc				+ LMC 5-21 7D			
								Fitted for oil fuel 5-21 F.P. above 150° F.			

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 44 ft., R.Q.D. ☒ ft., Bridge 160.75 ft., Forecastle 41.5 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) 2 Decks (steel) upper teak sheathed
Official No. _____; Signal Letters _____ State if Machinery is fitted aft No
How are the surfaces preserved from oxidation? Inside Paint & cement Outside Paint

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

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>165</u>	<u>496</u>	Fore peak tank,	<u>22</u>	<u>134</u>
Double bottom, under Engines and Boilers,	<u>32</u>	<u>158</u>	After peak tank,	<u>16</u>	<u>60</u>
Double bottom, if under Engines only,	<u>22</u>	<u>118</u>	Deep tank, aft,		
Double bottom, if under Boilers only,	<u>200</u>	<u>778</u>	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted, <u>FH between tunnels</u>		<u>196</u>
Total capacity of double bottom	<u>419</u>	<u>1550</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. Yes

Order for Special Survey No. 5273

Date 10.7.1919.

No. 580 in builder's yard.

Dates of Surveys held while building

1919 July 8.15 Aug 20.26.28 Sep 1.8.11.15.22.30 Oct 6.14.17.30 Nov 3.6.19 Dec 4.11.18.24 (1920) Jan 12.19.26.29 Feb 3.5.16
Mar 4.8.22.26.29 Apr 7.12.19.22.29 May 6.10.19.27 June 7.14.22.28 July 6.8 Aug 2.9.16.23.24.30 Sep 2.9
13.20.23.29 Oct 7.9.11.28 Nov 5.10.15.22 Dec 22.27.28.30 (1921) Jan 26.31 Mar 21.29 Apr 5.20.29.30 May 4.5.10

Total No. of Visits 84.

Surveyor's Signature

Henry A. Gibbs

Lloyd's Register Foundation