

WOOD SHIP.

(11 JUL 1938)

No. 106084 Survey held at ROWHEDGE Date, First Survey 28th JUNE Last Survey 4th JULY 1938

on the M. J. MINATITLAN to be called CALARABIA 2. Master

TONNAGE under Tonnage Deck
 Ditto of Spar Deck, or Arming Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on deck
 Ditto of Forecastle
 Gross Tonnage
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Register Tonnage, as a Steamer,
 cut on the Beam

Built at ROWHEDGE

When built 1938

Launched 12th JAN 1938

By whom built ROWHEDGE IRONWORKS LTD

Owners

CALIFORNIA STANDARD OIL CO. LTD.

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock ON SLIPWAY AFTER COMPLETION

per phone 167/38

Length as per Section 39	Feet. 45.5	Inches. 5	Extreme Breadth Outside...	Feet. 10	Inches. 9	Depth of Hold	Feet. -	Inches. -	No. of Decks with Flat laid	ONE
Length of Keel	40	8	Round of Beam		5	Depth from limber-strakes to under side of lower deck beam	6	0	No. of Tiers of Beams	ONE
						Depth, Moulded				

SCANTLINGS OF TIMBER.

BEER AND SPACE
 Arms 26" LONG
 Footboards GENT FRAMES
 Ditto
 Timbers
 No 12 Average Space
 Beams, length amidships 9-6
 No 5 Average Space
 Beams, length amidships
 phs of Ditto NONE
 sons HOG
 phs of Ditto NONE

IN SHIP.

MOULDED.

SIDED.

Middle.

Ends.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

REQUIRED PER RULE, OR AS APPROVED.

MOULDED.

SIDED.

Middle.

Ends.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

OUTSIDE PLANK.

Garboard Strakes
 Garboard to Bilge
 Bilge Planks
 Bilge to Wales
 Wales
 Topsides
 Sheer Strakes
 Plank Sheers
 Water Upper Deck
 Ways Lower Deck
 Ditto, faying surface against Timbers
 Upper deck 2 @ 5/8"

THICKNESS.

In Ship.

Per Rule, or as Approved.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Dimensions of Ship per Register.

L.O.A. 48-0 1/2

Length 45-5 breadth 10-2 depth 6-0

INSIDE PLANK.

In Ship.

Per Rule, or as Approved.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Ins.

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treennails.

Copper in Ship.	Iron in Ship.	Size required per Rule.	Copper in Ship.	Iron in Ship.	Size required per Rule.	Copper in Ship.	Iron in Ship.	Size required per Rule.
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Knee, and Deadwood abaft	5/8"		Transoms and throats of Hooks	✓		Hold Beam	Waterway	✓
phs of Keel, No	NONE		Arms of Hooks	✓		Bolts in	Knees	✓
Bolts through Keel at	1/2"		Thro' Bilge	5/16"		Shelf or Clamp	✓	
ch Floor	✓		Thickstuff over Double Floors	✓		Deck Beam	Waterway	✓
s through Heels of Timbers	✓		Butt End Bolts	✓		Bolts in	Knees	5/8"
ainst Deadwood	✓		Short Bolts in Ceiling	✓		Shelf or Clamp	5/16"	✓
ne Bolts	NAILS GALV 7		Pintles of the Rudder	G.M.	1/2"	Nails or Bolts in Flat of Deck	DRY SCAWS GALV 10	
						Treenails	Inches	✓

LIBERING.—The Space between the Floor Timbers and Lower Footboards is Inches. The Space between the Top-Timbers is Inches.

Floors consist of GROWN E. OAK. The Floorboards GENT TIMBERS, A. ELM.

Second Footboards of The Third Footboards and Top Timbers of

Main Keelson HOG E. OAK. and 18 free from all defects. The Shifts of the First and Second Footboards are not less than

Rider Keelson is N.B.—When less than prescribed by the Rules, state how many.

Transoms, Knightheads, House Timbers, & Aprons of E. OAK ditto. The rest of the Shifts of the Frame are

Wood, of E. OAK and ditto. The Frame is FULL squared from First Footboard Heads upwards,

Stem, and Stern Post of E. OAK. ditto. and 18 free from sap, and from thence downwards, the frame is

Deck and Hold Beams of E. OAK The Frames are bolted together to the Gunwale.

Footboards of E. OAK H. Knees of GALV FORGED IRON N.B.—If not, state how bolted

Main piece of Rudder of G. M. Windlass of PASCAL ATHEY TYPE The Butts of the Timbers are CONTINUOUS close together; their thickness not

Keel of less than of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock.

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is TEAK (MOULMEIN)

In the above named height to the Wales TEAK (MOULMEIN)

Wales and Black-strakes The Topsides and Sheer-strakes TEAK (MOULMEIN)

Spiketting and Plank-sheers TEAK (MOULMEIN) The Water-ways { Upper Deck

Decks TEAK (MOULMEIN) State of Lower Deck

Shifts of the Planking are not less than 6 Feet Inches. N.B. If less than prescribed by the Rule, state whether general or partial,

and if partial, in what part of the Ship. The Planking is wrought THREE STRAKES between, and without step-bulging.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are Shelf Pieces and Clamps P. PINE.

Ceiling, Lower Hold, and between Decks

FASTENINGS.—To Hold Beams

Deck Beams DOVE TAILED AND SCREWED TO SHELF

Number of Breasthooks TO ALL STRINGS & SHELVES Pointers Crutches
 Butt End Bolts are of COPPER in the Bottom TWO Bolts in each Butt End ALL through and clenched.
 Bilge and Limber Strakes bolted through and clenched. Treenails of How made
 Thickstuff over Double Floors bolted through and clenched. General quality of Workmanship GOOD.

We certify that the above is a correct description of the several particulars therein given.

FOR THE ROWHEDGE IRONWORKS CO. LTD

Builder's Signature

M. M. M.

Surveyor's Signature

G. P. Scantlebury

Surveyor to Lloyd's Register of Shipping

MANAGING DIRECTOR

009409-009417-0312

ANCHORS.

EQUIPMENT TONNAGE																	
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.	Tons.	qrs.	lbs.			
	1st Bower																
	2nd „																
	3rd „																
	Collective weight																
	Stream																
	Kedge																
	2nd Kedge.....																

CHAIN CABLES.

HAWSERS AND WARPS.

[illegible]

Masts, Yards, &c., are in SIGNAL condition, and sufficient in size and length.

Standing and Running Rigging ✓ sufficient in size and ✓ in quality.

Sails. ✓ Suit of ✓ Sails, and the following spare sails ✓

Boats ✓

Windlass, present state is GOOD Capstan ✓ Rudder GOOD Pumps EFFICIENT.

Scuppers, &c.—What arrangements are there, beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

~~Large Hatchways~~ ^{TO STONE}—How formed? OF SOLID TEAK COAMINGS State size 4'-10" X 3'-2" X 6" HIGH

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? ✓

Hatches, themselves, whether strong and efficient? SOLID TEAK 2" THICK Main Hatchways.—State size ✓

Order for Special Survey, No. _____	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed
Date _____		2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No. _____		3rd. When completed and before the plank be painted or payed
Date _____		
No. <u>563</u> in Builder's Yard.		

563 in Builder's Yard.

General Remarks. This vessel, which was not surveyed during construction, has not been hauled up on a Slipway and the bottom and rudder examined.

The whole of the internal surface of the planking, floor, frames, shelves &c. being exposed for survey, it was not considered necessary to remove planking nor cut listings. Samples of the fastenings, all of which are of copper, were examined and tested.

The system of construction was found to be in accordance with good class standards, and the vessel is built in a sound and workmanlike manner. The engine bearers, 24 ft. long, are securely fastened with through bolts and are supported by an efficient arrangement of transverse chocks.

This vessel, is, in my opinion eligible to be classed in the Ship Regs Book. 9A "For Tourist Service in the Persian Gulf"

The scutlings and arrangements have been verified and agree with the Specification submitted for approval.

Present condition of Caulking of Bottom Good Deck, Good and Waterways -
 # Sheathed, ~~Double~~, Felted, Coppered, or Yellow Metalled To 6" ABOVE W.L. When last done Dec 1937

I am of opinion this Vessel should be Classed

The Amount of the Entry Fee	... £	35	:	0	:	0	Fees applied for,
Inclusive fee (4.4m)	...						11 JUL 1938
Special	... £	:	:	:	:	:	Received by me,
Certificate...	... £	:	:	:	:	:	21-1-1938

Travelling Expenses, if any, £.....

Committee's Minute

Character assigned

TUE. 12 JUL 1938

✓ 9 A (wood)
For Towing Ser

CB Cxf

CERTIFICATE WRITTEN

G. Scantlebury
Surveyor to Lloyd's Register of Shipping

the Persian Gulf

Lmc 7.38 Oil Eng

Lloyd's Register
Foundation