

Awning or Shelter Deck,
or Pl. Awning Deck.

STEEL STEAMER.

No. 28161

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

Port of **SUNDERLAND** Date of completion of Report **26 SEP 1921** Received at London Office **TUE. 27 SEP. 1921**

Survey held at **SUNDERLAND** Date, First Survey **16th Sept. 1919** Last Survey **16th September 1921**

On the (State if Single, Twin, or Triple Screw) **STEEL SINGLE SCREW S.S. "NAGINA"** Rig **SCHOONER**

CLASS **100 A1** FEET. Master **SUNDERLAND**

TONNAGE under Tonnage Deck...
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. **6161.31**
Total under Upper Dk. **181.21**
Do. of Poop **32.81**
Do. of Bridge House **91.34**
Do. of Forecasts **191.46**
Do. of Houses on Deck **3.32**
Do. of excess of Hatchways **6551.45**
Do. above Crown of Engine Room **267.22**
Gross Tonnage **6284.23**
Less Crew Space **2096.46**
Less above Crown of Engine Room **97.94**
Net Tonnage **4089.83**

Breadth (greatest moulded) **57.00**
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck **41.00**
Deduct height of 'tween deck when this does not exceed 8ft. **93.00**
Transverse Number **8.00**
Length on deck from fore part of stem to after part of sternpost **90.00**
Longitudinal Number **433.0**
Depth "d" at middle of length. See Secs. 2 & 13. **33970**
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel **18.58**
" " " Upper Deck at side to top of keel **10.56**
" " " to top of keel **13.18**

Year of Appointment **1911**
Built at **SUNDERLAND**
When built **1920.21** Launched **Oct. 12th 1920**
By whom built **The Harp Shipyard & W. Gray & Co. (1912)**
Owners **The British India Steam Nav. Co. Ltd.**
Managers **Do.**
Residence **122 Leadenhall Street, London**
Port belonging to **GLASGOW**

Destined Voyage **TYNE** Surveyed while Building, Afloat, or in Dry Dock **Special Supply**

LENGTH on	Ft.	Ins.	BREADTH	Ft.	Ins.	DEPTH, ACTUAL	Top of Floors to top of Awning or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid	Two or Shelter
as per Rule	433	0	Moulded	57	0	Do.	do.	38	4 1/2	No. of Tiers of Beams	Two or Shelter
								30	2 1/2		

Dimensions of Ship per Register,
Length **433.0** breadth **57.4** depth **30.26** Upper Deck. Moulded depth, ft. **41** ins. **0** To Awning or Shelter Dk. Round up of Uppermost 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.
NAME, Angles, or T or L Bars, amidships	12	3 1/2	56	12	3 1/2	46	PILLARS, In 'tween Deck, size and spacing				
o. in peaks	10 1/2	3 1/2	56	10 1/2	3 1/2	46	" " Hold				
o. in way of Double Bottoms at Solid Floors	7 1/2	3 1/2	46	7 1/2	3 1/2	46	" Quarter, 'tween Dks.,				
" " at intermdt. Bkts.	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" " in Hold				
ing of Frames from centre to centre amidships	36			36			KEELSONS AND STRINGERS.				
length to collision bulkhead	27			27			CENTRE LINE KEELSON, Vertical Plate above				
of Frames from centre to centre in peaks	24			24			" Rider Plate				
VERSED FRAME, Angles							" Flat Keel Plate Angles				
o. in way of Double bottoms at Solid Floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" Horizontal Plates on Floors				
" " at intermdt. Bkts.	2 1/2	3 1/2	40	2 1/2	3 1/2	40	" Angles or Bulb Angles				
MING, depth of girder	12			12			SIDE KEELSONS, Number				
ORS, depth and thickness of Floor Plate							" Angles or Bulb Angles				
at mid-line for 1/2 length amidships							" Plate above floors, for				
in way of Engine and Boiler spaces							" Intercoastal Plate, for				
thickness at the ends of vessel							" Attached to outside plating with Angle				
depth at 1/2 the half-bdth. as per Rule							BILGE KEELSON, Angles				
height extended at the Bilges							" Bulb				
ORS, in Cell Double Bottoms	42	52 1/2		42	52 1/2		" Intercoastal Plate, for	126.6	length	10	50
state if flanged (top and bottom)	NO			NO			" Attached to outside plating with Angle			6	4
spacing of Solid	72			72			SIDE STRINGERS, Number				
TRE GIRDER, in Dbl. bottom, dpth. & thcknss	45	54	62 1/2	45	54	62 1/2	" Angle				
" Angles, Top	3 1/2	3 1/2	52	3 1/2	3 1/2	52	" Intercoastal Plate, for				
" " Bottom	4 1/2	4 1/2	50	4 1/2	4 1/2	50	" Attached to outside plating with Angle				
" " to Floors	6	6	52	6	6	52	Awning or Shelter Deck Stringer Plates,				
" Brackets at intermdt. frmg., wdth & thcknss	39	46		39	46		breadth and thickness	78	52	78	52
E GIRDERS, number and thickness	2 1/2	54	50 1/2	2 1/2	54	50 1/2	" Angle on ditto	5 x 5	64	5 x 5	64
" state if flanged (top & bottom)	NO			NO			" Tie Plates, fore and aft, outside Hatchways				
Angles	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" Deck * Steel, for				
GIN PLATE, depth (exclusive of flange)	38	54	58 1/2	38	54	58 1/2	" Wood Deck, Material & thickness				
and thickness	4	4	50	4	4	50	Upper Deck Stringer Plate, breadth and				
Angles to outside plating							thickness	78	46	78	46
" to floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" Angles on ditto, No. TWO	3 1/2	3 1/2	3 1/2	3 1/2
Brackets at intermdt. frmg., wdth & thcknss	39	46		39	46		" Tie Plates, outside Hatchways				
Height of Brackets above at bilge	27			27			" Deck * Steel, for				
ER BOTTOM PLATING, breadth and	60	52	56 1/2	60	52	56 1/2	" Wood Deck, Material & thickness				
thickness of Middle Line Strake	2 1/2	54	55 1/2	2 1/2	54	55 1/2	Second Deck Stringer Plates, br'dth & thckn's	81	40	81	40
" thickness in Engine and Boiler space	46			46			" Angles on ditto, No. TWO	3 1/2	3 1/2	3 1/2	3 1/2
" Remainder in Holds							" Tie Plates, outside Hatchways				
MS, Awning or Shltr Dk. Single Angle,	9 1/2	3 1/2	46	9 1/2	3 1/2	46	" Deck * Material and thickness	STEEL			
Bulb Angle, Plate, Tee Bulb or Channel	3 1/2	3	46	3 1/2	3	46	Third, Fourth & Fifth Deck Stringer Plate,				
Spacing	36	27	24	36	27	24	breadth and thickness				
MS, Upper Deck, Single Angle, Bulb Angle,	9 1/2	3 1/2	46	9 1/2	3 1/2	46	" Angles on ditto, No.				
Plate, Tee Bulb or Channel	3 1/2	3	46	3 1/2	3	46	" Tie Plates, outside Hatchways				
Spacing	36	27	24	36	27	24	" Deck, Material and thickness				
MS, Second, Third & Fourth Deck, Single	10 1/2	3 1/2	50	10 1/2	3 1/2	50	Poop Deck Stringer Plate, breadth & thickness				
Angle, Bulb Angle, Plate, Tee Bulb or Channel	9 1/2	3 1/2	46	9 1/2	3 1/2	46	" Angles on ditto				
Angles on upper edge	36	27	24	36	27	24	" Tie Plates				
MS, Poop Deck, Angle, Bulb Angle, Plate,							" Deck, Material and thickness				
Tee Bulb or Channel							Bridge Deck Stringer Plate, br'dth & thickness				
Angles on upper edge							" Angle on ditto				
Spacing							" Tie Plates				
MS, Bridge Deck, Angle, Bulb Angle, Plate,							" Deck, Material and thickness				
Tee Bulb or Channel							Forecastle Deck Stringer Plate, br'dth & th'kns				
Angles on upper edge							" Angle on ditto				
Spacing							" Tie Plates				
BEAMS, Forecastle Deck, Angle, Bulb Angle,							" Deck, Material and thickness				
Plate, Tee Bulb or Channel											
Angles on upper edge											
Spacing											

EQUIPMENT No. 42053 LETTER B +																
Number of Certificate.		Anchors.		Weight, Ex. Stock		Weight of Stock		Test, per Certificate.		Weight Reg. by Table 31.		Description of Anchor.		Makers.	Where and when tested and Superintendent.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Owts.	qrs.	lbs.		
53706		1st Bower	73	0	0	0	0	0	55	0	0	72	2	0	HALL'S PATENT	J. Wright & Co. L ^d .
53705		2nd "	72	2	10	0	0	0	55	0	0	72	2	0	"	"
53704		3rd "	62	1	18	0	0	0	49	15	0	62	0	0	"	"
		Collective weight	208	0	0	0	0	0				207	0	0		
35097		Stream	21	0	0	0	0	0	31	12	2	30	3	0	Ivan Stock	G. Sines & Son L ^d . Circular Head - 31.8.20 - A.P.M.
35098		Kedge	9	0	0	0	0	0	2	1	24	9	0	0	"	"
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																
		1st Bower	43-1-21 = PL = 2706 = 22-11-18													
		2nd "	43-8-17 = PL = 2684 = 22-11-18													
		3rd "	39-2-16 = PL = 3387 = 7-11-19													
CHAIN CABLES.																
Number of Certificate.		Length and size supplied.		Test per Certificate.		WRIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.		Material.	Length and Size supplied.	
		Length.	Diam.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.						Length.	Cir.
		Fathoms.	Inch.	Tons.	Tons.	Fathoms.	Inch.	Fathoms.	Inch.						Fathoms.	Inch.
13939		15	2 1/8	10 1/2	1426	43-0-0	42-0-24	300	2 1/8	Sho Line NOT STRUTED	S.S. - 5 1/2-20 - L. Herring	TOWLINE			130	5 1/2
13012		296	2 1/8	10 1/2	1426	837-2-0	832-2-27	300	2 1/8	do	G. Sines & Son L ^d .	HAWSESWAYS			100	5 1/2
(See Surveyor's Certificate Steel Wire)		120	5	7 1/2				120	5						200	5 1/2
															100	5 1/2
															100	5 1/2
															100	5 1/2
Boats 4 - 28'0" STEEL LIFEBOATS - 2-20-0" STEEL 5 ft. Pumps Number One 6 DOWNING PUMP Windlass is CAPTAN CHAPMAN & CO L ^d Engine Room Skylights.—How constructed? ON STEEL Coal Bunker Openings.—How constructed? ON STEEL Number of Scuppers, and numbers and dimensions of Freeing Ports, &c., 5 SCUPPERS EACH SIDE, ONE FREEING PORT EACH SIDE IN TANKAGE DRAINING 2'6" x 15" Ceiling in Holds, thickness and material 2 1/2" IRON WITH 2" INSULATION Cargo Hatchways.—How formed? ON STEEL, IRON CONSTRUCTION State size No. 1 Hatch (Forward) 27'0" x 18'0" No. 2 Hatch 30'0" x 18'0" No. 3 Hatch 31'0" x 18'0" No. 4 Hatch 12'0" x 18'0" Number of Web Plates, Slipping Beams and Fore and Afters to each Hatch 5 WOOD TO NO. 1, 2 AND 4 HATCHES, 4 WOOD TO NO. 3 HATCH, 2 WOOD TO NO. 4 HATCH No. of Breasthooks 6 ONE EACH SIDE No. of Crutches DEEP FLOORS Bulwarks, height above deck and description 4'6" STEEL PLATE The foregoing is a correct description R.T.H. WEAR SHIPYARD Builder's Signature (here only) W.B. Shaw Steering Gear, Steam JAMES & CO Diameter of Barrel — NUBER POPPLE TYPE State whether they are in efficient working order YES Capstan ✓ What arrangements for deadlights in bad weather? STEEL FLARE & GULLIES How are lids secured? CLASPS & BUTTERFLIES Height above deck? 30" Cargo Battens, thickness and material 6x3 WOOD IN HOLDS AND LOWER THICKEN DECK ONLY Hatches, If strong and efficient? YES Main Rail and Stays, material and size 3/4" 6x3x38 LANGLEY STAYS 6x3x35 S. ANGLES Surveyor's Signature L.P. Richard & J. Pratt 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. 18-9-19 - S. 11-19 - 20-11-19 - 3-3-20 - 15-11-20 - 1-2-20 E. 6-2-20																
Workmanship. Are the butts of plating planed or otherwise fitted? PLANED AND OVERLAPPED Is the riveted work properly closed? YES Are 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? 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 VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, THE REPERTOIRE LETTERS DATED AS STATED ABOVE AND OTHERWISE IN ACCORDANCE WITH THE RULES FOR THE CLASS COMPARTMENTED THE MATERIALS AND WORKMANSHIP ARE GOOD THE DOUBLE BOTTOM WITH THE EXCEPTION OF FIRST WATER TANK UNDER ENGINES HAS BEEN TESTED FOR THE CARRIAGE OF OIL FUEL AND THE REQUIREMENTS OF SECTION 49 HAVE BEEN COMPLIED WITH THE COLLARS HAVE NOT BEEN FITTED FOR THE BURNING OF OIL FUEL AND NO SETTLING TANKS HAVE BEEN FITTED THE APPROVED PLANS (PLAN NUMBER), MACHINE SECTION AND PROFILE, AS BUILT AND FIPPING CERTIFICATES ARE ENCLOSED WHICH KINDLY RETURN FOR DUPLICATE VESSELS THE TWO FORWARD TANKS WHICH ARE INTENDED FOR WATER BALLAST WERE TESTED FOR OIL SO THAT THE OWNERS MIGHT UTILISE THEM FOR OIL IF DESIRED THIS VESSEL IS SIMILAR TO THE S.S. "CITY OF HOELAND" No. 27971 WITH THE EXCEPTION THAT THE AFTER WELL HAS BEEN CLOSED IN AND OWNERS EXTENSION HAS NOT BEEN FITTED The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans forwarded with F.E. Report showing vessel as built.																
Freeboard £12 The amount of Entry Fee £ 10 : 0 : 0 Special Survey Fee £ 363 : 16 : 6 Travelling Expenses, if any £ : : Fees applied for, 26 SEP 1921 Received by me, 13-10-19 Certificate to be sent to SUNDERLAND Date of issue 14/10/21 Captaining on this point being taken under entry and deep tank as cargo. State whether the Vessel has been built under Special Survey YES I am of opinion this Vessel should be Classed 100 A.I. STEEL L.A.C.P. With, or without Freeboard, as condition of Class WITH FREEBOARD Committee's Minute Character assigned 100 A.I. STEEL L.A.C.P. Shelton & Co. with fbd. Lloyd's at 100 A.I. STEEL L.A.C.P. Carrying oil fuel & oil about 150 T in aft & fore Write off.																

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK. *COMPLETE SHELTER DECK WITH TONNAGE OPENING AFT*
 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 it should appear in the Register Book) *2x15 Pl. & Shelter Deck Pl.*
 Official No. *144267*; Signal Letters State if Machinery is fitted aft *No*
 How are the surfaces preserved from oxidation? Inside *CEMENT IN P.H. TANKS AND PAINT* Outside *PAINT*

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>149.87</i>	<i>537</i>	Fore peak tank,	—	—
Double bottom, under Engines and Boilers, <i>WELL</i>	<i>3.00</i>	—	After peak tank,	—	—
Double bottom, if under Engines only, <i>WELL</i>	<i>21.00</i>	<i>99</i>	Deep tank, aft,	<i>27.0</i>	<i>778</i>
Double bottom, if under Boilers only, <i>WELL</i>	<i>3.00</i>	<i>212</i>	Deep tank, forward,	—	—
Double bottom, forward,	<i>159.92</i>	<i>595</i>	Other tanks, if fitted,	—	—
Total capacity of double bottom		<i>1443</i>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. *884.79*

State whether the above have been tested as required by the Rules. *Yes*

Order for Special Survey No. *5429*
 Date *19.9.19*
 No. *941* in builder's yard.
 DATES OF SURVEYS held while building
19.19. Sep. 16, 23, 26, 30. Oct. 3, 9, 14, 17, 21, 31. Nov. 7, 11, 17, 20, 24, 26. Dec. 3, 5, 9, 15, 18, 19, 24, 1920. Jan. 8, 13, 14, 19, 22, 27, 28, 29, 30. Feb. 2, 5, 9, 10, 12, 16, 23, 25. Mar. 2, 4, 8, 10, 17, 23, 31. Apr. 1, 7, 12, 19, 20, 21, 23, 27, 29. May 3, 6, 12, 17, 19, 28, 31. June 3, 8, 11, 14, 15, 17, 21, 28. July 6, 7, 9, 13, 16, 20, 21, 27, 29. Aug. 4, 6, 9, 10, 13, 18, 23, 24, 25, 27, 31. Sep. 2, 3, 7, 9, 13, 15, 17, 21, 24, 27, 29. Oct. 1, 2, 4, 6, 7, 9, 12, 15, 19, 20, 25, 26, 27, 29. Nov. 2, 4, 19, 20. Dec. 19, 22, 25, 29, 30. Dec. 2, 7, 8, 10, 15, 19, 21. Jan. 2, 4, 28, 1921. Feb. 2, 3, 4, 7, 8, 10, 11, 14, 15, 18, 31. Apr. 1, 5, 7, 8, 13, 16. 1. 4, 5, 7, 12, 13, 15, 16, 19, 25, 26, 27, 1921. May 2, 11, 20. June 23, 24, 27, 11, 15, 31. Aug. 1, 2, 5, 26, 30. Sep. 1, 5, 7, 8, 13, 16.
 Total No. of Visits. *176*

Surveyor's Signature *L. S. Ashland & J. Pratt*