

STEEL STEAMER ~~OF~~ MOTORSHIP

Received at London Office

29 OCT, 1930

State if Report has been sent on the Freeboard of the Vessel *No*State if Report is sent on the Machinery of the Vessel *Yes*

Date of completion of report

27. 10. 30

Port of

Glasgow

No.

50931

Survey held at

Glasgow

Date First Survey

2. 4. 30

Last Survey

5. 10. 1930

On the (State if Machinery fitted Aft and

TWIN S.S.

"HIRAVATI"

Machinery Amidships

State Type (Full Scantling, Complete Superstructure

Special Scantling for Coasting Trade

State Type of Erections Complete Shade Str

TONNAGE under

470.20

CLASS *A.1. Coasting Service* if with freeboard *Yes*

Built at Paisley

Do. of space or spaces between Tonnage Dk. and Upper Dk.

109.78

Length from fore part of stem to after part of stern

L 199.0

Launched 28 Aug 1930 Yard No. 493

Total

579.98

Breadth (greatest moulded)

B 33.0

Builders Bow MacLachlan & Co. Ltd.

Gross Tonnage

579.98

Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 11.5

Owners Bombay Steam Navig. Co. Ltd.

Register Tonnage

245.57

1st Longitudinal Number (L x D) = 2288.50

Managers do do

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

2nd Numeral L x (B + D) = 8855.50

REGISTERED DIMENSIONS.

FEET.

Length

199.7

Framing Depth "d," at middle of length. See Sec. 3 (1d)

8.50

Residence Bombay

Breadth

33.15

Proportions—Depth to Length—Uppermost continuous deck to top of keel

17.30

Port of Registry Bombay

Depth

10.9

Draught Moulded

8.75

If surveyed while building, afloat, & in dry dock *Yes*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	24				Bracket Floors, Frame				
" " from $\frac{3}{8}$ length to Collision bulkhead	24				" " Reversed Frame				
" " in peaks	24				" " Vertical Struts				
IDE FRAMING.					Centre Girder, depth and thickness amidships	36	36		
<i>B. space bottom</i>	3	2 1/2	30		" " top Angles <i>double</i>	2 1/2	2 1/2	32	
<i>B. space sides</i>	4	2 1/2	40		" " bottom Angles <i>double</i>	3 1/2	3 1/2	36	
Frame Amidships, Angle, <i>E or F</i>	4	2 1/2	32		Side Girders, No. each side and thickness	2	35	28	
<i>E. ROOM</i>	4	2 1/2	30		Margin Plate depth (excl. of flange) and thickness	21	32	30	
" " Extends up to <i>Main Bk</i>					" " Vertical Angle to Tank side				
<i>E.S. Double</i>	3	2 1/2	28		Bracket abaft $\frac{1}{4}$ len. from stem				
Reversed Frame Amidships, Angle	2 1/2	2 1/2	30		" " Vertical Angle to Tank side	2 1/2	2 1/2	28	
<i>B. space</i>	2 1/2	2 1/2	40		Bracket forward $\frac{1}{4}$ len. from stem				
" " Extends up to <i>across floors</i>					" " Gaskets, spacing and scantling abaft $\frac{1}{4}$ len. from stem				
Depth of Framing Girder	4				" " Gaskets, spacing and scantling forward $\frac{1}{4}$ len. from stem				
Frames in Uppermost Continuous <i>tween</i> Decks, Angle, <i>E or F</i>					Tank Side Brackets, height above base line at toe of Frame and thickness	46	32		
" " Second <i>tween</i> Decks, Angle, <i>E or F</i>					INNER BOTTOM PLATING.				
<i>Third</i>					Breadth and thickness of Middle Line Strake	41	32		
Framing in Peaks, Angle <i>E or F</i>	4	2 1/2	28		Thickness of remainder in Hold <i>in Eng. Space</i> $\frac{1}{8}$ and $\frac{1}{4}$		32		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	5/8	7 x 5 1/2 dia			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?				
State if Frame Joggled	Yes				BEAMS.				
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Stringers 12 x 30 extending 10 ft abaft Coll. Bk, with beams 8 ft apart and knees between</i>				Uppermost Continuous Deck, amidships				
STRENGTHENING OF BOTTOM FORWARD. State Particulars					in Wells, <i>single E or F</i>	7	3	40	
DOUBLE BOTTOM.					" " in way of Bridge, Angle, <i>E or F</i>	6 1/2	3	40	
Floors, Depth and thickness at mid-line in Holds	15	30	40		Spacing				
" " <i>A. space</i>	15	30	40		CABIN				
Height of Brackets at side above base line at toe of frame					Second Deck, amidships, Angle, <i>E or F</i>	2 1/4	2 1/4	20	
Middle Line Keelson, on Floors, Angles	4	3	38		Spacing				
" " <i>E or F</i>	4	3	48		SHADE				
" " <i>Through Deck</i>					Third Deck, amidships, Angle, <i>E or F</i>	4	2 1/2	38	
" " Intercoastal Plate					Spacing				
" " Foundation Plate on Floors					Fourth Deck, amidships, Angle, <i>E or F</i>				
" " Flat Plate Keel Angles	3 1/2	3 1/2	36		Spacing				
Side Keelsons, No. each side	<i>one</i>				Peep Deck, Angle, <i>E or F</i>				
" " thickness of Intercoastal Plate					Spacing				
" " Angles	<i>single shell</i>	6	3 1/2	44	Bridge Deck, Angle, <i>E or F</i>				
DOUBLE BOTTOM. under Eng. only					Spacing				
Solid Floors, thickness and spacing	28	24			NAVIGATION BRIDGE				
" " Are Frame and Reversed Frame joggled?	Yes				Forecastle Deck, Angle, <i>E or F</i>	3 1/2	2 1/2	30	
Bracket Floors, breadth and thickness at middle line					Spacing				
" " breadth and thickness at margin plate									

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PILLARS AND DECKS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	one				Stringer Plate, breadth and thickness in way of Bridge				
" in 'tween Decks, Size and Spacing....	tubes	2 1/2	1/4		Thickness of Plating abreast Deck openings in way of Wells				
" " " " "					Thickness of Plating abreast Deck openings in way of Bridge				
" in Holds " "	tubes	3	3/8		Thickness of Plating within line of openings..				
" " " " ends	tubes	2 1/4	1/4		If Sheathed, material and thickness	6	1 1/2 W.P.		
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....					Stringer Plate, breadth and thickness.....	15	30		
Plating, thickness of					If Plated, state thickness..	W.O.P. RIX	14	1 3/4 Teak	
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness				
Stringer Plate, breadth and thickness in Wells	H8	44	10-30		If Plated, state thickness				
E AND B	H8		34		Poop Deck.				
" " " " , in way of Bridge					Stringer Plate, breadth and thickness				
" Angle in Wells	3 1/2	3 1/2	44		Plating, Sheathing, material and thickness ..				
TO	3	3	30		Bridge Deck.				
Thickness of Plating abreast Deck openings in way of Wells					Stringer Plate, breadth and thickness.....				
Thickness of Plating abreast Deck openings in way of Bridge AT MACHY SPACE...)			30		Plating, Sheathing, material and thickness ...				
Thickness of Plating within line of openings...					Forecastle Deck.				
If Sheathed, material and thickness	4	2 1/2 P.P.			Stringer Plate, breadth and thickness.....				
CABIN					Plating, Sheathing, material and thickness ..				
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	9		20						

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

Total No. of **W.T. BULKHEADS** in Vessel— *9*

Extending to Upper Deck (Sec. 3 c) *8*

„ Deck next below *1 to Tunnel flat.*

As per Rule *H*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	
STEM	Ing. Lll. 6 x 1 1/4 Foster & Sons			
STERN FRAME {	Propeller Post	✓	✓	✓
	Rudder ..	Ing. Lll. 6 x 1 1/2 Foster & Sons		
RUDDER—A x D	82-67			
Speed of Vessel	14 knots			
RUDDER mainpiece at head ..	Ing. Lll. 5 1/4 Foster & Sons			
" " heel ...	H			
" " how constructed	Built up			
" " double or single plate ..	Single Plate			
" " coupling, vertical or horizontal	Horizontal			

STIFFENERS.

				STIFFENERS.				
				Plating Thickness.	VERTICAL.		HORIZONTAL.	
					Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks								
"	"	Second	"	{	6 x 3 x .407			
"	"	Third	"		38--26 5 x 3 x .427	30	Lower brk	✓
"	"		"		6 x 3 x .407			
"	"	Holds	"		32--26 6 x 3 x .357	30	"	✓
"	"		"		5 1/2 x 3 x .387			
COLLISION	"	(in Hold)	"	34--30 5 1/2 x 3 x .367	24	"	✓	
					3 1/2 x 3 x .307			
AFTER PEAK	"	"	"	34--30 4 1/2 x 3 x .32	24	"	✓	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Manufactured by open
Hearth process - David Colville & Sons Motherwell, Steel Coy of Scotland Halliday, Pease & Partners Ltd
Carlisle How, Consell Iron Coy Consell, Largo Steel Coy Middlesbrough, Lanarkshire Steel Coy Motherwell,*
Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. ✓												LETTER ✓	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED - BY ^{TEST} AS REQUIRED	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
91962	1st Bower ...	14	3	0	✓	✓	✓	16	5	2	14	14 - 2 - 0	Stockless	N. Hingley & Son	12/12/1930 J. O. Kelly
91961	2nd „ ...	12	1	10	✓	✓	✓	14	4	0	7	12 - 1 - 0	„	do	12/12/1930 J. O. Kelly
	3rd „ ...														
	Collective weight.	26	0	10								26 - 3 - 0			
92016	Stream	14	2	8	✓	✓	✓	7	0	0	0	4 - 2 - 0	Ordinary	N. Hingley & Son	31/12/1930 H. Green

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Ins.		Length.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
94955	105 1/2	1 3/4	25 3/8	38	77-1-7		141-1-0		195	1 3/4	Steel	N. Hingley & Son	Keth 12/12/1930 H. Green	S.W. TOWLINE	75	2 3/4	15 1/2	75	2 3/4
94956	90 3/4	"	"	"	66-0-12						"	"	Keth 12/12/1930 H. Green	HAWERS & WARPS	90	6 M.		90	6 M.
	195				43-1-19														
		Cir.													2-90	6 M.			
From Stearns Chain of Steel Wire	60	3		18.6					60	3									

Steering Gear, Steam *Bow Mc Lachlan & Co* Steering Gear, Hand *Bow Mc Lachlan & Co*

Boats *4 Lifeboats 20-6 1/2 x 6-9 x 2-7 1/2* Steering Chains, Size and Test *none* Windlass *Emerson Walker & Co*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways.—(Upper Deck) *no Hatches* Thickness of Hatches *✓*

Size of No. 1 Hatchway (Forward) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature *BOW, Mc LACHLAN & CO., LTD. J. B. Hamilton*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *Yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *No*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The vessel is fitted for burning Oil Fuel, and carries Oil Fuel for this purpose in deep Oil Fuel Bunkers, situated on both Port and Starboard sides of the Boiler Room above 150° F.A.H.°.

The Workmanship and Materials are good. The vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, and in general conformity with the rules for the class contemplated.

The Oil Fuel Bunkers, double bottom under the Engines, & Fore and After Peak tanks, have all been tested, and examined under pressure, in accordance with the Rule requirements and found to be satisfactory. The weather decks, Bulkheads and tunnel flat have all been hose tested with satisfactory results. The Windlass and Anchor gear, pumps and steering gear have been examined under working conditions and found in good order. Hubboard verified and out in on Turek side.

The amount of Entry Fee £ *4* : 0 : 0 Fees applied for, *28 OCT 1930*

Special Survey Fee.... £ *58* : 0 : 0 Received by me, *11/11/30*

Travelling Expenses if any £ *✓* : *✓* : *✓*

State whether the Vessel has been built under Special Survey *Yes*.

I am of opinion the Vessel should be Classed ** A.1.*

With freeboard for Coasting Service Bombay & Goa

Fitted for Oil Fuel F.P. above 150° F.A.H.°

Signature *Albert Davie*

Surveyor to Lloyd's Register of Shipping.

H.M. Certificate to be sent to *Gls.* Date of issue *4/11/30*

Committee's Minute *GLASGOW 28 OCT 1930*

Character assigned *A1*

With freeboard.

10.30.

For Coasting Service, Bombay & Goa.

Lloyd's A.R.C.P.

+ L.M.C. 10.30.

Fitted for oil fuel 10.30 F.P. above 150° F.

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GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Plans as below are forwarded herewith

- 1 Midship Section
- 2 " " as built Already forwarded
- 3 Profile and decks
- 4 Bow and Aft end framing
- 5 Propeller Brackets
- 6 Rudder and Sternframe
- 7 Combined Steam & Hand Steering gear crosshead
- 8 Side Keelsons
- 9 Scheme of Riveting
- 10 Oil Fuel Bunkers & W.P. Bulkheads
- 11 Oil and Bilge Pump Arrangement
- 12 Lower Deck and Bulkheads

Laging & Casting Certificate 3

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Cut 10 qrs 0 lbs 20, D.D.W. Cut N ^o 1651, Date Sund 20 Dec 1928 2nd " " 8 " 0 " 23, J.B. " 1948 " " 1 Feb 1930 3rd "
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PARTICULARS FOR RECORD in the REGISTER BOOK.—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 *Complete Shade Deck*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *1 Deck. Port Steel*

Official No. : Signal Letters Is bottom of Vessel coated with cement ☒ if not give particulars of composition *Bitumastic in Hold Space, Cement in Holds, Cement & Bitumastic under Engines*

PARTICULARS OF WATER BALLAST.—					
Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	14-5	18-1
Double bottom, under Engines and Boilers,			After peak tank,	8-5	15-17
Double bottom, if under Engines only, <i>F.W</i>	18-0	38-44	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		38-44	(If necessary, furnish further information by sketch.)		
* The wells are not to be included in the lengths of the tanks.					

Order for Special Survey No. *6100*

Date *25. 1. 30*

Dates of Surveys held while building

1930 Apr 2. 3. 8. 11. 16. 17. 22. 30 May 6. 12. 16. 19. 23. 28 June 3. 6. 12. 16. 24. 30 July 2. 4. 7. 9. 11. 14. 17. 22. 25. 28. 30 Aug 10. 19. 21. 25. 28 Sep 1. 3. 4. 9. 10. 19. 25 Oct 1. 3. 6. 9. 11. 14. 19

Total No. of Visits *50*