

## STEEL STEAMER OR MOTORSHIP.

Received at London Office.

25 FEB 1947

WRECK  
SECTION  
No. 920State if Report has been sent on the Freeboard of the Vessel Yes  
State if Report is sent on the Machinery of the Vessel YesDate of completion of report 29<sup>th</sup> January 1947 Port of GlasgowNo. 71426Survey held at Glasgow Date First Survey 14<sup>th</sup> March 1946 Last Survey 26<sup>th</sup> January 1947SISTER VESSEL  
MARJATAOn the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Motorship "MUTLAH"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Complete Superstructure without Tonnage OpeningState Type of Erections Top gallant ForecastleTONNAGE under Tonnage Deck ... 6171.1CLASS \* 100 A1State if with freeboard as condition of Class withBuilt at Scotstoun, GlasgowLaunched 8<sup>th</sup> November 1946 Yard No. 453Builders Messrs. Charles Connell & Co. Ltd.Owners James Nourse Ltd.

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

Residence 122 Leadenhall St., London E.C.3Port of Registry London

If surveyed while building, afloat, or in dry dock

Building & afloat.

## REGISTERED DIMENSIONS.

FEET

Length 415.6  
Breadth 55.25  
Depth 33.9Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 410.0Breadth (greatest moulded) 55.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 37.0 (Actual)  
36.75 for numerical1st Longitudinal Number (L x D) 150682nd Numeral L x (B + D) 37618Framing Depth "d," at middle of length. See Sec. 3 (1d) 22.96Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.08  
Do. Long Bridge to top of keel 27.01

Draught Moulded

## 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.....	31 ✓		Bracket Floors, Frame.....	
" " from $\frac{3}{4}$ length amidships to Collision bulkhead.....	27 ✓		" " Reversed Frame.....	
" " in peaks.....	24 ✓		" " Vertical Struts.....	
SIDE FRAMING.			Centre Girder, depth and thickness amidships <u>50<math>\frac{1}{2}</math> x .49 ✓</u>	
Frame Amidships, Angle, <u>E</u> or <u>F</u> .....	12 $3\frac{1}{2}$ .56 ✓		" " top Angles <u>Double</u> ✓ <u>3<math>\frac{1}{2}</math> 3<math>\frac{1}{2}</math> .48 ✓</u>	
" " Extends up to <u>Upper D<sup>th</sup> on alt. frames</u> ✓			" " bottom Angles <u>Double</u> ✓ <u>4 4 .54 ✓</u>	
Reversed Frame Amidships, Angle.....			Side Girders, No. each side and thickness.....	<u>vert. 6 x 3 x .42 BA ✓</u> <u>Top 6 x 3 x .42 BA ✓</u> <u>Bottom 6 x 3<math>\frac{1}{2}</math> x .42 BA ✓</u>
" " Extends up to.....			Margin Plate depth (excl. of flange) and thickness.....	<u>49 x .54 ✓</u>
Depth of Framing Girder.....	12 ✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem.....	<u>3<math>\frac{1}{2}</math> x .44 flat bar welded ✓</u>
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E</u> or <u>F</u> .....	12 $3\frac{1}{2}$ .56 ✓	<u>on alt. frames ✓</u>	" " Vertical Angle to Tank side Bracket from forward $\frac{3}{4}$ len. from stem to Panting Area.....	<u>6 x .50 " " " ✓</u>
" " Second 'tween Decks, Angle, <u>E</u> or <u>F</u> .....	12		Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	<u>14 x .40 clear of oil ✓</u>
" " Third.....			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area.....	<u>19<math>\frac{1}{2}</math> x .40 in way of oil ✓</u> <u>continuous gusset plate ✓</u>
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem.....	12 x 4 x 4 x .48 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness.....	<u>84 x .44 ✓</u>
" " in Peaks, Angle or <u>E</u> or <u>F</u> .....	8 $3\frac{1}{2}$ .42 ✓		INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	<u><math>\frac{7}{8}</math> rivets spaced equiv. to 5/4 to suit multiple punch ✓</u>		Breadth and thickness of Middle Line Strake.....	<u>79<math>\frac{3}{4}</math> x .50 ✓</u>
State if Frame Joggled.....	<u>Yes</u>		Thickness of remainder in Holds.....	<u>.44 increased .08 in way of hatches ✓</u>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	<u>As approved ✓</u>		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?.....	<u>Yes ✓</u>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	<u>As approved ✓</u>		BEAMS.	
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E</u> or <u>F</u> .....	<u>8 3<math>\frac{1}{2}</math> .48 ✓</u>
Floors, Depth and thickness at mid line in Holds.....			" " in way of Bridge, Angle, <u>E</u> or <u>F</u> .....	
Height of Brackets at side above base line at toe of frame.....			Spacing.....	<u>Every frame ✓</u>
Middle Line Keelson, on Floors, Angles, <u>E</u> or <u>F</u> .....			Second Deck, amidships, Angle, <u>E</u> or <u>F</u> .....	<u>9 3<math>\frac{1}{2}</math> .40 ✓</u>
" " Through Plate or Inter-costal Plate.....			Spacing.....	<u>Every frame ✓</u>
" " Foundation Plate on Floors.....			Third Deck, amidships, Angle, <u>E</u> or <u>F</u> .....	
" " Flat Plate Keel Angles.....			Spacing.....	
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, <u>E</u> or <u>F</u> .....	
" " thickness of Inter-costal Plate.....			Spacing.....	
" " Angles.....			Poop Deck, Angle, <u>E</u> or <u>F</u> .....	
DOUBLE BOTTOM.			Spacing.....	
Solid Floors, thickness and spacing.....	<u>.40 every frame ✓</u>		Bridge Deck, Angle, <u>E</u> or <u>F</u> .....	
" " Are Frame and Reversed Frame joggled?.....	<u>Yes ✓</u>		Spacing.....	
Bracket Floors, breadth and thickness at middle line.....			Forecastle Deck, Angle, <u>E</u> or <u>F</u> .....	<u>8 3 .38 ✓</u>
" " breadth and thickness at margin plate.....			Spacing.....	<u>As approved ✓</u> <u>Every frame ✓</u>



# 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.	Number of Certificate.
PILLARS, No. of Rows	Two ✓					9303
" in 'tween Decks, Size and Spacing	wide spaced pillars					9358
" " " " "	and deep girders in					9372
" in Holds " " "	holds and tween decks					3261
" " " " "	as per approved plans ✓					
Centre-Line Bulkhead.						
Stiffeners and Spacing						
Plating, thickness of						
STRINGERS AND DECKS.						
Uppermost Continuous Deck.						
Stringer Plate, breadth and thickness in Wells		64 x 62 (39 x 42 at ends)				
" " " " " in way of Bridge						
" Angle in Wells		5 5 62 ✓				
Thickness of Plating abreast Deck openings in way of Wells		54 for 1/2 L to 36 at ends				
Thickness of Plating abreast Deck openings in way of Bridge						
Thickness of Plating within line of openings		40 for 1/2 L to 36 at ends				
If Sheathed, material and thickness						
Second Deck.						
Stringer Plate, breadth and thickness in Wells		57 x 40 for 1/2 L to 36 x 34 at ends				
Stringer Plate, breadth and thickness in way of Bridge						
Angle in Wells						
Thickness of Plating abreast Deck openings in way of Wells						
Thickness of Plating abreast Deck openings in way of Bridge						
Thickness of Plating within line of openings						
If Sheathed, material and thickness						
Third Deck.						
Stringer Plate, breadth and thickness						
If Plated, state thickness						
Fourth Deck.						
Stringer Plate, breadth and thickness						
If Plated, state thickness						
Poop Deck.						
Stringer Plate, breadth and thickness						
Plating, Sheathing, material and thickness						
Bridge Deck.						
Stringer Plate, breadth and thickness						
Plating, Sheathing, material and thickness						
Forecastle Deck.						
Stringer Plate, breadth and thickness		36 plated ✓				
Plating, Sheathing, material and thickness		athwartship ✓				
		unsheathed				

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?	UPPER EDGES.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.
Flat Plate Keel	62	80	70	70		Double ✓	7/8 3 1/8	4 ✓	1 4 Lapped ✓
" Dblg. (if any)									
Bottom Plating, No. of Strakes	82 3/4	63	50	50		Double ✓	7/8 3 1/8	3 ✓	7/8 3 1/8 Lapped ✓
Bilge Plating, No. of Strakes	82 3/4	63	50	50		Double ✓	7/8 3 1/8	3 ✓	7/8 3 1/8 " ✓
Side Plating, No. of Strakes	1 @ 78	62	45	45		Double ✓	7/8 3 1/8	3 ✓	7/8 3 1/8 " ✓
Upper Deck, Sheer-strake in Wells	70 3/4	72	46	46		Double ✓	7/8 3 1/8	4 ✓	7/8 3 1/2 Lapped ✓
Upper Deck, Sheer-strake in Bridge	74 1/4	66	46	46		Double ✓	7/8 3 1/8	3 ✓	7/8 3 1/8 " ✓
Strake below Sheer-strake in Wells									
Strake below Sheer-strake in Bridge									
Poop Side Plating									
Bridge Side Plating									
Forecastle Side Plating			40			Single	3/4 3	Single	3/4 2 5/8 Lapped ✓

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	7	Notation
Extending to Upper Deck (Sec. 3 c)	1	Call to Upper D <sup>k</sup> ; 6 to 2 <sup>nd</sup> D <sup>k</sup> ✓
" Deck next below	6	6 Divisional W.T. Bulkheads in T.O. ✓
As per Rule	7	all T.O. divisional bulkheads intact. ✓

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	Rolled Bar	10" x 2 1/2"	Wm. Colles & Co. L <sup>d</sup>	
STEM	Cast	As approved of Scotland	Dennystown Forge Co. L <sup>d</sup>	
STERN FRAME	Propeller Post	"	"	
	Rudder	"	"	
Speed of Vessel		12 K		
RUDDER—Type	Ordinary	470.8		
" A x D.				
" Diam. of head	Forging	10 1/2" dia. Dennystown		
" Mainpiece at top pintle	"	10 1/2" " Forge Co. L <sup>d</sup>		
" heel		8"		
" how constructed		mid steel plate on 4 forged steel arms		
" double or single plate coupling, vertical or horizontal		Single Plate 1 1/2" Thick		
		Horizontal		

## STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	25	3 1/2 x 2 1/2 x 30	30		
" " Second					
" " Third					
" " Holds	32	12 x 3 1/2 x 42 BA	30		
COLLISION " (in Hold)	29	7 x 3 1/2 x 38 BA	24		
AFTER PEAK	34	5 x 3 x 42			

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Dorman Long & Co. L<sup>d</sup> : Appleby Frodingham Steel Co. L<sup>d</sup> : Colvilles L<sup>d</sup> : The Steel Company of Scotland L<sup>d</sup>

Bairds & Scottish Steel L<sup>d</sup> : Cargo Fleet Co. L<sup>d</sup>

Has the Steel been tested as required by the Rules? Yes. ✓



EQUIPMENT No. 38180 ✓

LETTER a ✓

ANCHORS. 3B. 15. ✓

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	lbs.			
9303	1st Bower	68	2	21	-	-	-	83	1	3	14	68	✓	Byers Imp. Type C.S.H.	-	Sunderland 14.4.46. F.W. Rovey.
9358	2nd "	68	0	21	-	-	-	82	15	2	14	68	✓	" " " " "	-	" 30.4.46. " "
9372	3rd "	58	0	0	-	-	-	47	5	0	0	58½	✓	" " " " "	-	" 2.5.46. " "
	Collective weight	194	3	14								194½	✓			
3261	Stream	19	3	0	5	0	7	20	10	2	14	19	✓	Rodgers (Elec. Welded)	S. Taylor & Sons, Netherton.	27.6.46. J.A. Relf.

## CHAIN CABLES.

## HAWSEERS 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.	Cwts.	Length.	Diam.					Fathoms.	Ins.		Length.	Ins.
6575	270	2	100.8	141.1	583	0	14	270	2 1/16	Tayco Stud Link	S. Taylor & Sons, Netherton.	29.5.46. H. Murphy. asst. Supt.	TOWLINE	120	4 3/4	64.6	120	4 3/4
													HAWSEERS & WARPS	2@90	2 3/4	15.2	2@90	2 3/4
													Warps	2@90	2 1/2	13.2	2@90	2 1/2
													Extra Hawseers	2@90	2 3/4	15.2		
Iron Stream	90	5	52.8					90	5									

Gear, Type (Power or hand) Steam by J. Hastie & Co. ✓ Alternative Means of Steering Blocks or tackle led to After warping winch. ✓Chains (Size and Test) Telemotor control. ✓ Windlass Steam by Clarke Chapman ✓ Boats 4 steel, 25'0" long ✓n Holds, thickness and material 2 1/2" wood over timbers only. ✓ Cargo Battens, thickness, material and spacing 6" 2" wood, spaced 9" ✓atchways.—(Upper Deck) Steel coamings and angles. ✓ Thickness of Hatches 2 3/4" wood. ✓atchways No. 1 (Fwd.) 29'3" x 20'0" No. 2 31'0" x 20'0" No. 3 23'3" x 20'0" No. 4 31'0" x 20'0" No. 5 31'0" x 20'0" No. 6 -of Shifting Beams } 5 ✓ 5 ✓ 4 ✓ 5 ✓ 5 ✓  
Fore and Afters }Builder's Signature For CHARLES CONNELL & CO., LimitedCharles Connell DIRECTOR

DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. Motorship. ✓  
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  
indicated, together with the flash point (where required to be inserted in the Notation).

vessel was built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and  
ements are in accordance with, or equivalent to those shown on the approved plans. ✓

aterials and workmanship are good. ✓

uble bottom tanks, cofferdams, side ballast tanks and fore and after peak tanks were tested as required by the Rules and  
tight and satisfactory. ✓

is carried in Nos 3, 5 & 6 double bottom tanks, F.P. of oil above 150°F. Section 20 of the Rules complied with where applicable. ✓

Weather decks, Shaft tunnel and W.T. Bulkheads were hose tested and found satisfactory. ✓

Freeboard verified and marks cut in. ✓

Windlass and steering gear tried under working conditions and found satisfactory. ✓

The amount of Entry Fee..... £ 10 : 0 : 0  
Special Survey Fee..... £ 366 : 6 : 0  
Freeboard  
Travelling Expenses, if any ..... £ 17 : 0 : 0

Fees applied for,

4 FEB 1947

Received by me,

19

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed 100 A1 with freeboard.State whether the Vessel has been built under Special Survey Yes

Signature

D. B. Book

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

GLASGOW

Date of issue

6/3/47

Committee's Minute

GLASGOW 4 FEB 1947

Character assigned

100 A11.47with freeboardLloyd's A.C.P.1.47A.C.P.2 A.C.P. 120

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Lloyd's Register  
Foundation

0030 2/2



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.)

This vessel is a sister vessel to the "MARJATA", Glasgow report N° 71183, built by the same builders (yard N° 452) and the plans forwarded for that vessel are also applicable to this vessel.

Plan of Midship Section (as fitted) forwarded in advance. ✓

The Casting and Forging reports for Rudder stocks, sternframe and steering quadrant and tiller are forwarded herewith. ✓

PARTICULARS OF ELECTRIC WELDING (if employed) Fore & aft peak bulkheads to deck and shell, main bulkheads to tank top, double bottom end divisions, margin bracket and floor connections, tunnel and tunnel recess, aft ballast deep tanks top plating, double bottom margin continuous gusset plates, engine and auxiliary seats, deckhouses and masthouses, deck girder tripping brackets and head plates, pillars and minor details.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book With freeboard: Cruiser stern: Lloyd's A & CP: Oil Engines: Two steel decks: See page 2 for notation re tween deck bulkheads: Wireless: Echo Sounding: Direction Finder.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower.	40. 0. 3	A.E.G.	8229	1. 3. 46	Sunderland.
	2nd "	40. 0. 26. ✓	J.H.J.	7546	27. 2. 46	Newcastle.
	3rd "	33. 2. 0. ✓	A.E.G.	8128	22. 1. 46.	Sunderland.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 33.5 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 181560 Signal Letters G.L.T.P. Extreme Breadth over Belting — Over-all Length 431.9" ✓  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks Two Steel.

Parts of Bottom of Vessel coated with cement or approved composition Portland cement in fore and after peak tanks, double bottom feed water tanks and double bottom cofferdams; elsewhere double bottom cement washed except in way of oil fuel tanks where it is uncoated. ✓

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	Feet. 108.5 ✓	Tons. S.W. 318 ✓	Fore peak tank,	Feet. 25.0	Tons. S.W. 208 ✓
Double bottom, under Engines and Boilers, } 2 Cofferdams	5.27.9 ✓		After peak tank,	22.0	260 ✓
Double bottom, if under Engines only, } Oil Fuel Tank	23.2.4 ✓		Deep tank, aft, Side Ballast tanks abreast tunnel	62.0 ✓	430 ✓
Double bottom, if under Boilers only, } Feed Water "	12.9 ✓	70 ✓	Deep tank, forward,		
Double bottom, forward,	195.4 ✓	825 ✓	Other tanks, if fitted,		
Total length (if continuous) and Capacity	(350.8) 353	1213 ✓	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6778

Date 9. 4. 45

Dates of Surveys held while building

19. 4. 44 Mar 14 Apr 9. 11 May 14. 16. 29 Jun 5. 7. 14. 18 Aug 6. 13. 28 Sep 2. 4. 10. 13. 17. 18. 20. 23. 25. 27 Oct 2. 4. 8. 11. 14. 16. 17. 18. 23. 25. 30. 31 Nov 4. 5. 7. 8. 14. 15. 29 Dec 2. 4. 6. 10. 13. 19. 27 1947 Jan 6. 17. 20. 24. 26

Total No. of Visits 55