

WRECK  
SECTION

No. 1031

## STEEL STEAMER or MOTORSHIP.

SEP -1 1937

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*

Date of completion of report

30. 8. 37

Port of *Glasgow*

No. 58752

Survey held at

*Glasgow*

Date First Survey

12<sup>th</sup> Aug 1936

Last Survey

23 August

1937

On the

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*Twin Screw Motor Vessel "DUNERA"*

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Full Scantling*

State Type of Erections

*Forecastle*

TONNAGE under Tonnage Deck

*5343.48*CLASS *+100A1*State if with freeboard as condition of Class *Yes*

FEET.

Built at

*Glasgow*

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L *490.0*Launched *10<sup>th</sup> May 1937* Yard No. *663*

Total

Breadth (greatest moulded)

B *63.0*Builders *Barclay Curle & Co*

Gross Tonnage

*11161.51*

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

D *43.54*Owners *British India Steam Navigation Co*

Register Tonnage

*6634.45*1st Longitudinal Number (L x D) *490 x 43.54 = 20457.5*

Managers

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

2nd Numeral L x (B + D) *= 51327.5*

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

*14.54*

Residence

Length

*496.5*

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

*11.26*Port of Registry *London*

Breadth

*63.2*

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth

*22.75*

Draught Moulded

*23'-2 1/2"**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.
<b>FRAMES, Spacing amidships</b>	27				<b>Bracket Floors, Frame</b>	6	3 1/2	.36	
" " from 3/8 length to Collision bulkhead	27				" " Reversed Frame	6	3	.34	
" " in peaks	24				" " Vertical Struts	10 x 3 1/2 x 3 1/2		.42	
<b>SIDE FRAMING.</b>					<b>Centre Girder, depth and thickness amidships</b>	48 3/8	x	.64	47 3/4 x .64
<b>Frame Amidships, Angle, E or C</b>	10	3 1/2	.40		" " top Angles	3 1/2	3 1/2	.60	.59
" " Extends up to	4 1/2				" " bottom Angles	5	5	.70	.69
<b>Reversed Frame Amidships, Angle</b>					<b>Side Girders, No. each side and thickness</b>	2	@	.43	
" " Extends up to					<b>Margin Plate depth (excl. of flange) and thickness</b>	34	x	.59	
<b>Depth of Framing Girder</b>	10				" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6	6	.47	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or C</b>	8	3 1/2	.40	8 x 3 1/2 x .40 with intermediate 6 x 3 1/2 x .34	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6	6	.50	
" " <b>Second 'tween Decks, Angle, E or C</b>	8	3 1/2	.40		" " Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous		.47	
" " <b>Third " "</b>	8	3 1/2	.40		" " Gussets, spacing and scantling forward 1/2 len. from stem	Continuous		.47	
<b>Framing in Peaks, Angle or C</b>	10	3 1/2	.40		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	7 1/4 @		.50	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8	@	6 1/8		<b>INNER BOTTOM PLATING.</b>				
<b>State if Frame Joggled</b>	Yes				<b>Breadth and thickness of Middle Line Strake</b>	72	x	.56	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	As per approved plan				<b>Thickness of remainder in Holds</b>	47 - 43, 42			
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	As per approved plan				<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	Yes			
<b>SINGLE BOTTOM.</b>					<b>BEAMS.</b>				
<b>Floors, Depth and thickness at mid-line in Holds</b>					<b>Uppermost Continuous Deck, amidships</b>	10	3 1/2	.50	As approved
Height of Brackets at side above base line at toe of frame					" " in Wells, Angle, E or C	@	54	and	
<b>Middle Line Keelson, on Floors, Angles, C or E</b>					" " in way of Bridge, Angle, E or C				
" " Through Plate or Intercostal Plate					Spacing	8 x 3 1/2 x .46 @ 27			
" " Foundation Plate on Floors					<b>Second Deck, amidships, Angle, E or C</b>	11	3 1/2	.43	
" " Flat Plate Keel Angles					Spacing	54			
<b>Side Keelsons, No. each side</b>					<b>Third Deck, amidships, Angle, E or C</b>	12	3 1/2	.44	
" " thickness of Intercostal Plate					Spacing	54			
" " Angles					<b>Fourth Deck, amidships, Angle, E or C</b>	12	3 1/2	.44	
<b>DOUBLE BOTTOM.</b>					Spacing	54			
<b>Solid Floors, thickness and spacing</b>	.43 @	54			<b>5<sup>th</sup> Deck (Non Rule)</b>	8	3	.40	
" " Are Frame and Reversed Frame joggled?	Yes				<b>Peep Deck, Angle, E or C</b>	12	3 1/2	.42	
<b>Bracket Floors, breadth and thickness at middle line</b>	35 3/4 x	.43			Spacing	54			
" " breadth and thickness at margin plate	35 3/4 x	.43			<b>Bridge Deck, Angle, C or E</b>				
					Spacing				
					<b>Forecastle Deck, Angle, E or C</b>	11	3 1/2	.42	
					Spacing	54			



## 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.
<b>PILLARS, No. of Rows.....</b>				Stringer Plate, breadth and thickness in way of Bridge .....	✓		
„ in 'tween Decks, Size and Spacing.....				Thickness of Plating abreast Deck openings) in way of Wells .....	✓	.42	
„ „ „ „ „				Thickness of Plating abreast Deck openings) in way of Bridge .....	✓		
„ in Holds „ „				Thickness of Plating within line of openings...	✓	.34	.38
„ „ „ „ „				If Sheathed, material and thickness .....	✓	2x2 1/2	black enamel
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing.....	✓			Stringer Plate, breadth and thickness.....	80	x	.40
Plating, thickness of .....	✓			If Plated, state thickness.....	.36	r	.34
<b>STRINGERS AND DECKS. shade ok</b>				<b>Fourth Deck.</b>			
<b>Uppermost Continuous Deck.</b>				Stringer Plate, breadth and thickness.....	80	x	.38
Stringer Plate, breadth and thickness in Wells	80	x	.62	If Plated, state thickness .....	.34		✓
„ „ „ „ in way of Bridge	✓			<b>5th</b>			
„ Angle in Wells .....	7	6	.62 6 x 6 x .62	<b>Poop Deck. Forward (how Rule)</b>	12	x	.30
Thickness of Plating abreast Deck openings) in way of Wells .....	.50	r	.53	Stringer Plate, breadth and thickness .....	12	x	.30
Thickness of Plating abreast Deck openings) in way of Bridge .....	✓			Plating, Sheathing, material and thickness .....	2x12	x	.30
Thickness of Plating within line of openings...	.44		✓	<b>Bridge Deck.</b>			
If Sheathed, material and thickness .....	2x2 1/2		✓	Stringer Plate, breadth and thickness.....	✓		
<b>Second Deck.</b>				Plating, Sheathing, material and thickness ..	✓		
Stringer Plate, breadth and thickness in Wells...	80	x	.46	<b>Forecastle Deck.</b>			
				Stringer Plate, breadth and thickness.....	.30		✓
				Plating, Sheathing, material and thickness ..	.30	x	2x2 1/2

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL .....	57	1.02	.92	.92	.91 - .81	Double	1 1/8	4 1/2	Four	1 1/8	4	Strapped
„ DBLG. (if any)		✓				✓						
BOTTOM PLATING, No. of Strakes ... <i>FOUR</i>	<i>77</i> <i>77</i> <i>73</i> <i>78</i>	.65 ✓	.59 - .55	.51 - .69	.65 - .49 + .06 <i>7/16</i> <i>3/4</i> <i>1/2</i> <i>Plates</i>	Double	7/8	3 3/8	Four	7/8	3 1/2	Lapped
BILGE PLATING, No. of Strakes ..... <i>ONE</i>	<i>78</i> <i>76</i>	.65 ✓ <i>3e</i> .63	.55 ✓	.69 ✓	"	"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes ..... <i>FIVE</i>	<i>77</i>	<i>2e</i> .68	.56 ✓	.51 ✓	.63 - .45 + .06 <i>7/16</i> <i>3/4</i> <i>1/2</i> <i>Plates</i>	"	"	"	Three	"	3 1/8	"
UPPER DECK, Sheer-strake in Wells.....	68 1/2	.91 ✓	.56 ✓	.51 ✓	.71 - .80 - .51	"	1	3 1/7	Four	1	4	"
UPPER DECK, Sheer-strake in Bridge ...		✓				✓						
STRAKE BELOW Sheer-strake in Wells.....	76	.72 ✓	.56 ✓	.51 ✓	.72 - .51	Double	7/8	3 3/8	Four	7/8	3 1/2	Lapped
STRAKE BELOW Sheer-strake in Bridge ...		✓				✓						
POOP SIDE PLATING .....		✓				✓						
BRIDGE SIDE PLATING ...		✓				✓						
FOREC'TLE SIDE PLATING			.45 ✓			Single	1/4"	of vessel's length in fore and aft <i>3/4</i> <i>3</i>	<i>one</i>	3/4	2 3/8	Lapped

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)

Deck next below.

As per Rule

## STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper tween decks	.26	5 x 3 = .30	29		
			5 x 3 = .31	30		
			6 x 3 = .33	32 1/4		
"	Second	.31 - 30	6 x 3 = .29	30		
"	Third					
"	Holds	.44 - 34	5 10 x 3 1/2 = .50	32 1/4		
			5 10 x 3 1/2 = .48	30		
COLLISION	(in Hold)	.52 - 31	5 9 x 3 1/2 = .38	24	2 Semi Box Beams	
			5 9 x 3 1/2 = .36	24		
AFTER PEAK		.46 - 31	5 5 x 3 = .30	24	Tunnel Hat	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....		✓		
<b>STEM</b> .....	M.S.	102 x 2 3/4	✓	
<b>STERN FRAME</b> {	Brackets Propeller Post .....	Cast Steel 10 x 10	✓	Kranman
	Rudder Post .....	20 approx plates	✓	Vehtates.
<b>Speed of Vessel</b> .....		14 Knots		
<b>RUDDER—Type</b> .....		Ordinary		
„ A x D .....		979	✓	
„ Diam. of head .....	F. I. S.	14 1/2	✓	Denny's Stone
„ Mainpiece at top pintle .....	„	15 1/4	✓	Forge Co's
„ „ heel ...	„	10 1/2	✓	
„ how constructed .....		Forge frame and stand on		
„ double or single plate .....		Single 1-09	✓	
„ coupling, vertical or horizontal .....		Horizontal	✓	

## STEEL.

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

Colville & Coys Iron Co<sup>ts</sup> Doman Iron Co<sup>ts</sup> Lancashire 5 Iron Co<sup>ts</sup> The Steel Coy of Scotland  
Kinningrove Iron Co Cairn Fleet 45 Scottish Iron & Steel Co<sup>ts</sup>

Has the Steel been tested as required by the Rules?



Table with 9 columns: 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. Includes entries for 36821, 36825, 24928, 95982.

Table with 14 columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per Table 58, 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. Includes entries for 88402, 88404, and 120.

Steering Gear, Steam Electric Hydraulic by Hastic Emergency Steering Gear, Hand Duplicate Notes  
Boats 16e 30-0 x 10-6 x 11-5 Steel Steering Chains, Size and Test Windlass Electric Class A by Clarke Chapman  
Ceiling in Holds, thickness and material None Cargo Battens, thickness, material and spacing None  
Cargo Hatchways, (Upper Deck) Steel plates and angle Thickness of Hatches 2 1/2  
Size of No. 1 Hatchway (Forward) 10'-9 x 12'-0 No. 2 13'-0 x 12'-0 No. 3 13'-6 x 12'-0 No. 4 12'-9 x 12'-0 No. 5 10'-9 x 12'-0 No. 6 13'-0 x 12'-0  
Number of Shifting Beams and for Fore and Afters One each Hatch  
FOR BARCLAY, CURLE & CO., LTD.  
Builder's Signature H. J. Cully

GENERAL 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 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.

This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates and in general conformity with the Society's rules.  
The workmanship and materials are good. The double bottom tanks, oil fuel bunkers, J.W. tanks, and peak tanks have been tested as required by the rules. The weather decks, bulkheads, tunnels, and W.I. doors have been tested with satisfactory results, the freeboard verified and the marks cut in on the vessel's sides. The bottom forward of 1/2 length has been strengthened in accordance with the rules. Oil F.P. above 150°F is carried in a deep tank at the forward end of the engine space and in No 6 Double bottom tank. Section 20 of the rules has been complied with. The draft of the vessel is restricted as in the case of her sister vessel 'Dilwara' Glasgow report No 56522, and a letter should be addressed to the owners setting forth what would require to be done should the maximum draught.

The amount of Entry Fee ..... £ 12 : 0 : 0 Fees applied for, 23.8. 1937  
Special Survey Fee.... £ 464 : 10 : 6 Received by me, 1.9. 1937  
Travelling Expenses, if any £ 20 : 0 : 0  
State whether the Vessel has been built under Special Survey Yes  
Certificate to be sent to GLASGOW Date of issue 10/9/37  
Committee's Minute GLASGOW 31 AUG 1937  
Character assigned 100A1  
With freeboard 8.37  
Cargo battens not fitted. Lloyd's atcc + L.M.C. 8.37  
2 DB-100th.  
Signature Norman Dutton  
Surveyor to Lloyd's Register of Shipping.

Write  
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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.)

permitted by the regulations for a full scantling vessel be desired (Please see London Letter to Owners 22<sup>nd</sup> January 1936 and 27<sup>th</sup> January 1936).

The following repairs were effected owing to the vessel colliding with the quay at the fitting out berth — No 7 plate from aft in 2<sup>nd</sup> stoke below sheerstake renewed and frame nos 50 & 51 in way of same faired in place.

On entering the Dry Dock the stem bar about the 28'0" waterline was slightly set over, this was faired in place as far as practicable and the fore peak tank tested on completion of repairs. The stem was left unfair to the extent of 1/4" and considered satisfactory and agreed to by the Owners representative.

It was noted that after the removal of the support bars for the forward and after poppets the shell plating was found to be slightly bowed when the welded material was cut away. As the vessel's efficiency is not impaired thereby it is not considered necessary for this to be recorded in the Special seasons list. The owners representative agreed to accept the plates in their present condition.

List of plans.

Midship Section as built (forwarded in advance)

Support to Ballast on Shelter deck aft.

Do Do 151-157.

Do Do 151-157.

Pillars & Girders between frame 11 & 57.

Ramping arrangement.

Profile Piping arrangement.

See also list of plans for sister vessel Dilwara returned herewith.

Casting & Joining Certificate of Sharp Brackets, Stem frame, Rudder, & Tiller.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

With Freeboard Cruiser Stern (P) Wireless Echo Sounding apparatus, Oil engine, Cargo battery hot fides Length overall Lloyd's A.R.C. Direction Finder. 516'-10"

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	62 - 3 - 0	J.D. No 1181	2/9/36.
	2nd "	63 - 1 - 14	J.D. No 1256	21/10/36.
	3rd "	61 - 0 - 0	J.D. No 1250	15/10/36.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 6'0" ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks

3 Dks. & Shade Deck (Peak sheath) Platform deck forward.

Official No. 165552

Signal Letters

G.B.B.R.

Is bottom of vessel coated with cement

Pat

if not give

particulars of composition

Plum Cement

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	153	394	Fore peak tank,	26.75	121
Double bottom, under Engines and Boilers, <i>Ex Cofferdam 2'-3'</i>	74.25	455	After peak tank,	20.0	43
Double bottom, if under Engines only,			Deep tank, aft, <i>Tunnel Side</i>	99.0	420
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, <i>Ex Cofferdam 2'-3'</i>	191.25	637	Other tanks, if fitted, <i>Oil fuel tanks</i>	20.25	172
Total length of double bottom		1486	(If necessary, furnish further information by sketch.)		
Total length of Double bottom = 423'-0" ✓					
The wells are not to be included in the lengths of the tanks (See Circular No. 1284).					

Order for Special Survey No. 6304

Date 4. 6. 36

Dates of Surveys held while building

1936 Aug.: 12. 14. 18 Sep.: 3. 10. 14. 17. 21. 24. 30 Oct.: 1. 2. 5. 8. 9. 12. 13. 14. 16. 19. 20. 21. 22. 23. 28  
29. 30 Nov.: 2. 3. 4. 5. 6. 10. 11. 12. 13. 16. 17. 18. 25. 27 Dec.: 1. 2. 4. 8. 9. 11. 22. 28. 30 (1937) Jan  
6. 7. 8. 11. 14. 18. 21. 22. 26. 27. 29 Feb.: 1. 2. 3. 4. 5. 8. 10. 12. 15. 16. 17. 18. 19. 22. 24. 26 Mar.: 3. 5  
8. 11. 15. 16. 18. 19. 22. 25. 31 Apr.: 1. 5. 8. 12. 14. 20. 23. 26. 27. 28 May: 3. 5. 6. 7. 10 June  
3. 16. 21 July: 6. 7. 13 Aug.: 2. 17. 19. 20. 21. 23  
Total No. of Visits 115