

With or Without Disconnected Erections.

STEEL STEAMER.

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

Received at London Office

WED. 3 SEP. 1919

Date of completion of report

Survey held at *Wallsend-on-Tyne*

Port of

Date, First Survey *15th Nov. 1918*

Last Survey *1st August*

No. *72243*

1919

On the (State if Single, Twin, or Triple Screw)

Single Screw Steamer "PASHA"

Rig

Schooner

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Room

Space

Room of

Room

FOR FEES

ine Room

igation Spaces

r Tonnage

m Beam

CLASS

100 A.I.

FEET.

Master

B. A. Bullen

Year of appointment

(1) As Master in service of owner of present vessel—191
(2) As Master of this vessel—191

Built at *Wallsend, Newcastle-on-Tyne*

When built *1919* Launched *June 18th 1919*

By whom built *Swan Hunter & Wigham*

Owners *Asiatic Steam Navigation Co. Ltd.*

Managers *Messrs. Turner & Co.*

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

Residence *Liverpool*

Port belonging to *Liverpool London.*

Destined Voyage

India

If Surveyed while Building, Afloat, or in Dry Dock *only Yes*

TH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
Rule	<i>400</i>	<i>0</i>	Moulded	<i>52</i>	<i>0</i>	Do. do.	do. do. Second Dk. Beams	<i>28</i>	<i>6</i>	<i>Two</i>
								<i>19</i>	<i>6</i>	<i>Two</i>

Moulded depth, ft. *38* ins. *11 1/2* To Bridge Dk. Round of Upper }
Moulded depth, ft. *31* ins. *0* To Upper Dk. Dk. Beam, Actual } *13* ins.

FRAMING.						PILLARS.					
Intermediate frames						PILLARS In 'tween Deck, size and spacing					
E, Angles, or Bars amidships	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>40</i>	" " Hold	<i>3 1/2</i>	<i>52</i>	<i>3 1/2</i>	<i>52</i>	
in peaks	<i>8</i>	<i>3</i>	<i>40</i>	<i>8</i>	<i>3</i>	" " Quarter 'tween Dks.,	<i>3 1/2</i>	<i>52</i>	<i>3 1/2</i>	<i>52</i>	
in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>40</i>	" " in Hold					
" " L at intermdt. Bkts.	<i>9</i>	<i>3 1/2</i>	<i>42</i>	<i>9</i>	<i>3 1/2</i>						
of Frames from centre to centre amidships	<i>26</i>			<i>26</i>							
" " from } length to Collision bulkhead	<i>26</i>			<i>26</i>							
" " in peaks	<i>24</i>			<i>24</i>							
RSSED FRAME, Angles											
in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>40</i>						
" " L at intermdt. Bkts.	<i>8</i>	<i>3</i>	<i>46</i>	<i>8</i>	<i>3</i>						
ING, depth of girder	<i>10</i>			<i>10</i>							
RS, depth and thickness of Floor Plate											
at mid-line for } length amidships											
in way of Engine and Boiler Spaces											
thickness at the ends of vessel	<i>40</i>	<i>48</i>									
depth at } the half breadth, as per Rule											
height extended at the Bilges											
RS in Cell. Double Bottoms	<i>42</i>	<i>50</i>	<i>8</i>	<i>42</i>	<i>50</i>						
state if flanged (top & bottom)	<i>No</i>										
Spacing of Solid floors	<i>78</i>	<i>except in 6.5' under</i>	<i>13.2</i>	<i>78</i>	<i>except in 6.5' under</i>						
GE GIRDER, in Dbl. bottom, dpth & thcknss	<i>42</i>	<i>50</i>	<i>8</i>	<i>42</i>	<i>50</i>						
" Angles, Top	<i>6</i>	<i>6</i>	<i>66</i>	<i>6</i>	<i>66</i>						
" Bottom	<i>6</i>	<i>6</i>	<i>66</i>	<i>6</i>	<i>66</i>						
" to Floors	<i>6</i>	<i>6</i>	<i>46</i>	<i>6</i>	<i>46</i>						
Brackets at intermdt. frmg., wdth & thcknss	<i>39</i>	<i>42</i>	<i>52</i>	<i>39</i>	<i>42</i>						
GIRDERS, number on each side & thickness	<i>one</i>	<i>42</i>	<i>52</i>	<i>one</i>	<i>42</i>						
" state if flanged (top and bottom)	<i>Yes, except in 6.5' under</i>	<i>13.2</i>	<i>78</i>	<i>Yes, except in 6.5' under</i>	<i>13.2</i>						
" Angles (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>						
" to Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>						
N PLATE, depth (exclusive of flange)	<i>41</i>	<i>48</i>	<i>58</i>	<i>41</i>	<i>48</i>						
" Angle to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>3 1/2</i>	<i>3 1/2</i>						
" Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>						
Brackets at intermdt. frmg., wdth & thcknss	<i>39</i>	<i>42</i>	<i>52</i>	<i>39</i>	<i>42</i>						
Height of Outside Brackets above at bilge	<i>38</i>			<i>38</i>							
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>66</i>	<i>50</i>	<i>56</i>	<i>66</i>	<i>50</i>						
" in Engine and Boiler space	<i>1.00</i>	<i>48</i>	<i>56</i>	<i>1.00</i>	<i>48</i>						
" Remainder in Holds	<i>42</i>	<i>48</i>	<i>56</i>	<i>42</i>	<i>48</i>						
Upper Deck, Single Angle, Bulb	<i>9</i>	<i>3 1/2</i>	<i>52</i>	<i>9</i>	<i>3 1/2</i>						
Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>52</i>	<i>9</i>	<i>3 1/2</i>						
In way of Long Bridge	<i>9</i>	<i>3 1/2</i>	<i>52</i>	<i>9</i>	<i>3 1/2</i>						
Spacing	<i>26</i>			<i>26</i>							
Second Deck, Single Angle, Bulb	<i>12</i>	<i>2 1/2</i>	<i>50</i>	<i>12</i>	<i>2 1/2</i>						
Angle, Plate, Tee Bulb, or Channel	<i>52</i>			<i>52</i>							
Third and Fourth Deck, Single Angle											
Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
S. Poop Deck, Angle, Bulb Angle, Plate	<i>8</i>	<i>3</i>	<i>40</i>	<i>8</i>	<i>3</i>						
Angle, Bulb, or Channel											
Angles on upper edge											
Spacing	<i>26</i>			<i>26</i>							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate	<i>9</i>	<i>3 1/2</i>	<i>52</i>	<i>9</i>	<i>3 1/2</i>						
Angle, Bulb, or Channel											
Angles on upper edge											
Spacing	<i>26</i>			<i>26</i>							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate	<i>8</i>	<i>3</i>	<i>40</i>	<i>8</i>	<i>3</i>						
Angle, Bulb, or Channel											
Angles on upper edge											
Spacing	<i>26</i>			<i>26</i>							

W1025-0215

[illegible][illegible]

GENERAL REMARKS—(continued).

Rpt. 4.

WEB-FRAME
" " No. 6
WEB-FRAME
" " No. 6
" " Size of
BRACKET P
Web Frame

BULKHEAD

W.T.BULKHEAD

COLLISION
PARTITION
LONGITUDINAL

Are the outside
Are the inside

STRAKE

PLATE PLATING
(If Bar Keel,
GARBOARD C

State actual
thickness in
wa. of Double
Bottom.

Shuttrick
Bridge Side

THICKNESS
CLEAR OF I
DO. OF I
DELT. OF F
" " Length of
POOP SIDE
SHORT BR
FORECAST

Upper I
Stringer

Second
Stringer

FRAME
REVER

LOWER
Bowsprit
Topmast
Rigging
Sails.

[Faint, mostly illegible handwritten notes and sketches covering the upper half of the page. Some legible words include "Double bottom", "Fore peak tank", "After peak tank", "Deep tank", "Other tanks", "Total capacity of double bottom", "1025", "179.83", "548", "125.66", "331", "39.00", "146", "21.41", "130", "28.41", "204".]

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49 ft., B.D. Not joined, Bridge 112.66 ft., Forecastle 19.5 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 should appear in the Register Book) 2 Dks. (1st) —
Official No. 143378; Signal Letters None State if Machinery is fitted aft No
How are the surfaces preserved from oxidation? Inside Portland cement & paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cell D. B.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>125.66</u>	<u>331</u>	Fore peak tank,	<u>21.41</u>	<u>130</u>
Double bottom, under Engines and Boilers,	<u>39.00</u>	<u>146</u>	After peak tank,	<u>28.41</u>	<u>204</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>179.83</u>	<u>548</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>1025</u>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules yes

Order for Special Survey No. 1918 1919
Date Nov. 15 1918 May 5 1919
No. 1121 in builder's yard. Aug 6 1918 12 13 15 16
DATES of Surveys held while building Nov. 15 1918 May 5 1919 Aug 6 1918 12 13 15 16

Surveyor's Signature E. J. Milton

W. E. Bryan

Total No. of Visits 360

VE
These particu
Signal Letters (if
Official Number
143.375
No., Date, and Port
Whether British or
Foreign Built.
British
Number of Decks
Number of Masts
Rigged ...
Stern ...
Build ...
Galleries ...
Head ...
Framework and d
vessel ...
Number of Bulkhea
Number of water b
and their capacity
Total to quarter the depth f
to bottom of keel ...
No. of
sets of
engines.
Description o
Brigade and
sway gear co
direct cell
inverted
No. of
Shafts.
Particulars
Description...
Number ...
Iron or Steel ...
Loaded Pressur
GRO
Under Tonnage Dec
Space or spaces bet
Turret or Trunk ...
Forecastle ...
Bridge space ...
Poop or Break ...
Side Houses ...
Deck Houses ...
Chart House ...
Spaces for machine
Section 78 (2) of
1894 ...
Excess of Hatchwa
Gross Ton
Deductions, as per
Registered
NOTE 1.—The tonnag
Deck for pr
NOTE 2.—The underme
Gross Ton
Gross Ton
Name of M
No. of Owners
Name, Residence,
She Ar
Simile
Dated 7th
(830) (64091) Wt. 907

