

STEEL STEAMER or MOTORSHIP.

7 NOV 1927

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 *18th October 1927.* Port of *Bombay* No. *3640*
Survey held at *Bombay* Date First Survey *10th March 1927* Last Survey *10th October 1927.*
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Steamer "SOPHIE MARIE" (Mach^d Amidships)*

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

State Type of Erections *Pop. Bridge, Forecastle & R. & D.*TONNAGE under Tonnage Deck *815.18*CLASS *Bontemplated* State if with freeboard as condition of Class ☒Built at *Lehe - Bremerhaven*

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) *216.0*Launched *1923*Yard No. *203*

Total

Breadth (greatest moulded) *B 34.4*Builders *Schiffbau - Gesellschaft Munkwiese AG.*Gross Tonnage *1004.27*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 15.6*Owners *Shoban Devji Shah*Register Tonnage *560.20*1st Longitudinal Number (L x D) = *3370*Managers ☒

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

REGISTERED DIMENSIONS. FEET.

Length *216.0*Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.8 ft.*Residence *364-66 Kotha Bazaar, Mandvi, Bombay*Breadth *34.57*Proportions—Depth to Length—Uppermost continuous deck to top of keel *1614*Port of Registry *Bombay*Depth *13.55*

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Draught Moulded *14' 4 1/2"**Afloat & in Drydock*

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	22 1/2"				Bracket Floors, Frame				
" " from 1/4 length to Collision bulkhead	22" 6 20"				" " Reversed Frame				
" " in peaks	16"				" " Vertical Struts				
IDE FRAMING.					Centre Girder, depth and thickness amidships	33"	x	36"	42 in Stokohol
Frame Amidships, Angle, \angle or \square	6" 2 3/4" 38"				" " top Angles	3	3	34"	42 in Stokohol
" " Extends up to	Bridge Deck & R. & D.				" " bottom Angles	3 1/2	3 1/2	38"	
Reversed Frame Amidships, Angle					Side Girders, No. each side and thickness	one		28 thick	
Reversed frame on every 3rd frame to R. & D. Extends up to	3	3	32	See 3rd	Margin Plate depth (excl. of flange) and thickness	30"	x	32"	36 in Stokohol
Depth of Framing Girder	6"				" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	2 1/2	2 1/2	28"	
Frames in Uppermost Continuous 'tween Decks, Angle, \angle or \square					" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	2 1/2	2 1/2	28"	
" " Second 'tween Decks, Angle, \angle or \square					" " Gussets, spacing and scantling abaft 1/2 len. from stem	Plate 15 1/2 - 5 1/2 x 30			Every 10th frame
" " Third " " " "					" " Gussets, spacing and scantling forward 1/2 len. from stem	do.			Every 3rd frame
Framing in Peaks, Angle or \square	5 2 1/2" 33"				Tank Side Brackets, height above base line at toe of Frame and thickness	4"	x	32"	
Diameter and Spacing of Rivets through Shell Plating	3" in seams 2 3/8" in butts			3/4" diam.	INNER BOTTOM PLATING.				
State if Frame Joggled	No				Breadth and thickness of Middle Line Strake	33"	x	33"	46 in Stokohol
NTING ARRANGEMENTS (Sec. 7), state system and particulars	2 Side Stringers in forepeak & for 13 spaces in No 1 hold. 4 1/2" 3" 38" face angles				Thickness of remainder in Holds	30			40 in Stokohol 33 in E.R.
ENGTHENING OF BOTTOM FORWARD. State Particulars	38" Intercoastal plate 3" 3" 38" shell angles. See body of report				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?	Yes			
GLE BOTTOM.					BEAMS.				
Floors, Depth and thickness at mid-line in Holds					Uppermost Continuous Deck, amidships in Wells, Angle, \angle or \square	5 1/2	2 1/2	32"	
Height of Brackets at side above base line at toe of frame					" " in way of Bridge, Angle, \angle or \square	5 1/2	2 1/2	32"	
Middle Line Keelson, on Floors, Angles, \angle or \square					Spacing	22 1/2"			
" " Through Plate or Intercoastal Plate					R. & D.				
" " Foundation Plate on Floors					Second Deck, amidships, Angle, \angle or \square	5 1/2	2 1/2	32"	
" " Flat Plate Keel Angles					Spacing	22 1/2"			
e Keelsons, No. each side					Third Deck, amidships, Angle, \angle or \square				
" thickness of Intercoastal Plate					Spacing				
" Angles					Fourth Deck, amidships, Angle, \angle or \square				
BLE BOTTOM.					Spacing				
id Floors, thickness and spacing	28" x 22 1/2"			36 under bulkhead	Poop Deck, Angle, \angle or \square	4 1/2	2 3/4	30"	
" Are Frame and Reversed Frame joggled?	No				Spacing	28"			
cket Floors, breadth and thickness at middle line					Bridge Deck, Angle, \angle or \square	5 1/2	2 1/2	32"	
" breadth and thickness at margin plate					Spacing	22 1/2"			
					Forecastle Deck, Angle, \angle or \square	6 1/2	3	42"	
					Spacing	28"			

W126-0074 1/2

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Lloyd's Register Foundation

	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.....	✓								
" in 'tween Decks, Size and Spacing.....	✓								
" " " " "									
" in Holds " "	✓								
" " " " "									
Centre Line Bulkhead.									
Stiffeners and Spacing.....	6	3	.42	Spaced 32"					
Plating, thickness of30								
FRIERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	29	x	.50						
" " " , in way of Bridge	29	x	.28						
" Angle in Wells	3½	3½	.44						
Thickness of Plating abreast Deck openings in way of Wells30								
Thickness of Plating abreast Deck openings in way of Bridge	.28								
X Sheathed, material and thickness	Leak 2½"								
Second Deck, R.Q.D.									
Stringer Plate, breadth and thickness in Wells...	29	x	.50						
Stringer Plate, breadth and thickness in way of Bridge	29	x	.28						
Thickness of Plating abreast Deck openings in way of Wells30								
Thickness of Plating abreast Deck openings in way of Bridge	.28								
X Sheathed, material and thickness	Leak 2½"								
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	18	x	.28						
Plating, Sheathing, material and thickness	Steel .25	Leak 2"							
Bridge Deck.									
Stringer Plate, breadth and thickness.....	29	x	.32						
Plating, Sheathing, material and thickness	Steel	.30							
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	18	x	.30						
Plating, Sheathing, material and thickness ...	Steel .25	Leak 2"							

AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.							
AMIDSHIPS.		FORWARD.	AFT.		EDGES.		BUTTS.					
Breadth.	Thickness.	Thickness.	Thickness.		State if jogged?	Single or Double.	Rivets.	No. of Rows of Rivets.	Rivets.		Strapped or Lapped.	
Inches.	Inches.	Inches.	Inches.			Diam. Rivets.	Spacing cr. to cr.		Diam. Spacing cr. to cr.			
FLAT PLATE KEEL	36	62	48	48		Double	7/8	3 1/2	Stitch for full length	7/8	3 1/2	Lapped.
" DELG. (if any)	✓											
BOTTOM PLATING, No. of Strakes 3		40	33	33								
BILGE PLATING, No. of Strakes 1		43	33	33		Double	3/4	3	Stitch for 1/2 L Double at Ends	3/4	2 7/8	Lapped
SIDE PLATING, No. of Strakes 2		40	33	33		"	3/4	3	do	3/4	2 7/8	"
UPPER DECK, Sheer-strake in Wells	43	56	34	34		"	3/4	3	do	3/4	2 7/8	"
UPPER DECK, Sheer-strake in Bridge ...	43	42	42	42	per Berna file up to base	"	7/8	3 1/2	do	7/8	3 1/2	"
STRAKE BELOW Sheer-strake in Wells		45	34	34		"	3/4	3	do	3/4	2 7/8	"
STRAKE BELOW Sheer-strake in Bridge ...		42	42	42		"	3/4	3	do	3/4	2 7/8	"
POOP SIDE PLATING			26			"	3/4	3	do	3/4	2 7/8	"
BRIDGE SIDE PLATING ...	42					"	7/8	2 1/2	Double	7/8	2 1/4	"
FOREC'TLE SIDE PLATING		28				"	3/4	3	Stitch	3/4	2 7/8	"
						"	7/8	2 1/2	Double	7/8	2 1/4	"

Total No. of W.T. BULKHEADS in Vessel—		Stiffeners.	
Extending to Upper Deck (Sec. 3 c) <i>four.</i>		VERTICAL	HORIZONTAL
Deck next below ✓		Scantlings	Spacing
As per Rule.		Scantlings	Spacing
MIDSHIP BULKHEAD, <i>Twenty decks...</i>	✓ .30	5½ x 2½ x .34	30" ✓ ✓
at after end of forehold			
" " "			
Ditto at after end of C.R.	✓ .30	5½ x 2½ x .34	30" ✓ ✓
" " "			
" " "			
" " "			
" " "			
" " "			
" " Holds			
" (in Hold)	✓ .30	5½ x 2½ x .34	30" ✓ ✓
" "	✓ .30	5½ x 2½ x .34	30" ✓ ✓

FORGINGS AND CASTINGS.		Castings or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓				
STEM	✓	Forging 8" x 2 1/2"		✓	
STEERN FRAME {	Propeller Post	Castings 7 1/2" x 5 3/8"			
	Rudder " "	7 1/2" x 5 3/8"			
RUDDER—A x D	163.				
Speed of Vessel	10 knots.				
RUDDER mainpiece at head ...	Forging 6 1/2" dia.				
" " heel ...	do. 4 3/4" dia.				
" how constructed	Arms chink & keyed to mainpiece				
" double or single plate	Single plate.				
" coupling, vertical or horizontal	Vertical 8 bolts 1 3/4" dia.				
STEEL.					
Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture). Stated to be best					
Siemens. Martin. See Sec ^y Rts. M. 13 th 6 th April					
Has the Steel been tested as required by the Rules?					
1927					

ANCHORS

Number of Cables.		Length and size supplied.		Cost per Cable.		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.	
Patoms.	Diam.	Length.	Diam.	Statu-ry.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Chr.		Length.	Chr.
11421	215	1 7/16	38 3/4	66	50	Wght. and Weight not given on certificate.	222 2	210	1 7/16	Steel link	✓	Dortmund Jan 1892	TOWLINE... HAWSEY & WARPS 3 off each 120 1066	90	7			
Iron Steam Chain or Steel Wire	60	1 5/16	chain			Wt. not given	27 cuts			Chr.			4 steel wires each 120	120	4 1/2	✓		

Steering Gear, Steam *Two cylinders 6 1/16 dia.* Steering Gear, Hand *Screw gear.*

Boats *Four* *2 - 18'0" x 6'4" x 2'4"* *15/16 dia.* Steering Chains, Size and Test *2 - 19'9" x 6'4" x 2'6"* Windlass *Steam*

Ceiling in Holds, thickness and material *Wood 2 1/2" thick.* Cargo Battens, thickness, material and spacing *Wood - 1 1/2" x 8" spaces.*

Cargo Hatchways.—(Upper Deck) *Three* *Height of coamings 2'3"* *Thickness " 4 1/4"* Thickness of Hatches *2 1/2"*

Size of No. 1 Hatchway (Forward) *20'9" x 14'7"* No. 2 *24'6" x 14'7"* No. 3 *24'6" x 14'7"* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *Two shifting beams in each.* *Three fore & afters in each.*

Builder's Signature *✓*

GENERAL DECLARATION For Classification & Special Survey No 3, this vessel has been examined throughout - afloat & in drydock. The fore & after peaks & tanks, all holds, the E. & B. spaces throughout, the bunkers, all double bottom tanks internally, the poop, bridge & fore-castle spaces, the decks, masts (wedges removed) spars & rigging, the hatch covers & supports, the tarpaulins, cleats & battens, the ventilator casings & covers, the steering gear & windlass, the deck pumps, the water-tight door & the air sounding pipes have now been examined. All ceiling was lifted in the holds & bunkers, & the fore & after peak tanks & all double bottom tanks were tested & were found tight & sound. The scantlings were lifted from the vessel & were found to be generally in accordance with the plan submitted by the Owner. A few rivets were removed to ascertain their quality, & also to

The amount of Entry Fee *Rs. 150/-*

Special Survey Fee..... *Rs. 1800/-*

Heelboard *Rs. 210/-*

Travelling Expenses, if any *Rs. 34/-*

Sunday Visit *Rs. 48/-*

State whether the Vessel has been built under Special Survey..... *No.*

H.M.
Certificate to be sent to *Bombay*. Date of issue *23/11/27*

Fees applied for,
24th Oct. 19*27*

Received by me,
10.1.1928

I am of opinion the Vessel should be Classed *100 A1* with
the notation of *S.S. No 3-10,27 & record*
of survey *10-27*.

Signature *John Houston.*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUES. 15 NOV 1921**
Character assigned **100 A!**
vs. Bond 103-10-24
L.M.C. 10-24
CR
only

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.)

ascertain the thickness of the plating without having recourse to drilling. The strengthening of the bottom forward is not quite in accordance with the Society's requirements, as only single angles are fitted to the floors forward of the 35' length, but the spacing of the floors gradually diminishes from the midship spacing, & the intercostal girders are carried well forward. The rivet spacing is also closer. A thorough examination of the fore end of No 1 tank & the fore peak did not show any signs of the vessel working.

The rudder & bottom were examined in drydock - the rudder was lifted & was found in good condition. The cables & anchors were ranged & examined & were found satisfactory. Particulars of this equipment were taken from the certificates of the Germanischer Lloyd, which were produced by the Owner. The equipment was verified with the certificates so far as was found practicable. The chain locker was cleaned out & examined & was found in good condition.

The vessel was scaled fore & aft, internally & externally, all rust & scale were removed, & the steel work throughout was afterwards re-coated. The cement in the double bottom was found adhering well to the frames & plating. It was broken here & there to ascertain the condition of the plating underneath, which, on examination, was found satisfactory.

The freeboard assigned by the Committee has now been marked on the ship's sides. This has been verified & the verification of marking form is attached to this report.

The following plans are enclosed :-

The Midship Section
The Pumping Plan.

John Houston.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	15.0.0	Height of drop test	13 ft.	Best No	11474	29/12/21
	2nd "	15.3.0	"	13 ft.	"	11436	23/12/21
	3rd "	15.2.14	"	13 ft.	"	11385	15/12/21

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 14 ft., R.Q.D. 45 ft., Bridge 64 ft., Forecastle 28.75 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

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

Official No. 153803 ; Signal Letters T.W.D.F. If bottom of Vessel has been coated Inside yes give particulars of composition Cement washed.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	50	72	Fore peak tank,	14	41
Double bottom, under Engines and Boilers,	33	68	After peak tank,	11	24
Double bottom, if under Engines only,			Deep tank, aft,	✓	
Double bottom, if under Boilers only,			Deep tank, forward,	✓	
Double bottom, forward,	95	168	Other tanks, if fitted,	✓	
Total capacity of double bottom		308	(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.

Date

Dates of Surveys held while building

1929 March 10, 12, 14, 17. May 3, 4. July 7, 31. Aug. 3, 27. Sept. 16. Oct. 8, 10.

Total No. of Visits 13.