

With or Without

STEEL STEAMER.

Received at London Office WED. OCT. 6 1920

Disconnected Erections.

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

Date of completion of report Sept 30th 1920 Port of Glasgow No. 40428
Survey held at Glasgow Date, First Survey 31. 3. 1919 Last Survey 22/9/20 19
On the (State if Single, Twin, or Triple Screw) Twin Screw Steamer "MUNDRA" Rig Schooner
TONNAGE under 6820.29 CLASS 100 A1. Master Irwin
Tonnage Deck 6820.29 Breadth (greatest moulded) 58.0 Year of appointment 1920
Do. between Tonnage Dk. 116.77 Depth, at middle of length from top of keel to top of upper deck beams at side 35.5 Built at Glasgow
Do. of Poop 92.62 Transverse Number 93.5 When built 1920 Launched 30/6/20
Do. of Bridge House 26.82 Length on deck from fore part of stem to after part of stern post 450.0 By whom built Barclay Curle & Co. Ltd.
Do. of Forecastle 198.85 Longitudinal Number 42075 Owners British India S & C. Co. Ltd.
Do. of Houses on Dk. 19.31 Depth "d," at middle of length (See Secs. 2 & 13) 20.10 Managers London
Do. above Crown of Engine Room 7274.66 Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.6 Residence Glasgow
Gross Tonnage 7274.66 " " Long Bridge Deck 10.34 Port belonging to Glasgow
Crew Space 370.86 " " Beam at side to top of keel 10.34
Fees 6903.80 Destined Voyage The East If Surveyed while Building, Afloat, & in Dry Dock Yes
Room 2327.89
Spaces 114.96
Image 4460.95

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
450	0	Moulded	58	0	Top of Floors to top of Upper Dk. Beams	32	10	2
					Do. do. Second Dk. Beams	21	10	2
					Moulded depth, ft. 43 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual			12 ins.
					Moulded depth, ft. 35 ins. 6 To Upper Dk. Dk. Beam, Actual			

FRAMING.						PILLARS.					
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
Angles or E or L Bars amidships	8	3 1/2	48	8	3 1/2	48	PILLARS In 'tween Deck, size and spacing				
Angles or E or L Bars amidships	7	3 1/2	42	7	3 1/2	42	" " Hold				
Angles or E or L Bars amidships	6	3 1/2	42	6	3 1/2	42	" " Quarter 'tween Dks.,				
Angles or E or L Bars amidships							" " in Hold				
Frames from centre to centre amidships	27			27			KEELSONS & STRINGERS.				
Frames from centre to centre amidships	27			27			CENTRE LINE KEELSON, Vertical Plate above				
Frames from centre to centre amidships	24			24			Rider Plate				
Frames from centre to centre amidships	7	3 1/2	5	7	3 1/2	5	Flat Plate Keel Angles				
Frames from centre to centre amidships	6	3 1/2	42	6	3 1/2	42	Horizontal Plates on Floors				
Frames from centre to centre amidships							Angles or Bulb Angles				
Frames from centre to centre amidships							SIDE KEELSONS, Number				
Frames from centre to centre amidships							Angles or Bulb Angles				
Frames from centre to centre amidships							Plate above floors, for length				
Frames from centre to centre amidships							Intercoastal Plate for length				
Frames from centre to centre amidships							Attached to outside Plating with Angle				
Frames from centre to centre amidships							BILGE KEELSON, Angles				
Frames from centre to centre amidships							Intercoastal Plate for length				
Frames from centre to centre amidships							Attached to outside Plating with Angle				
Frames from centre to centre amidships							SIDE STRINGERS, Number				
Frames from centre to centre amidships							Angles				
Frames from centre to centre amidships							Intercoastal Plate, for length				
Frames from centre to centre amidships							Attached to outside plating with Angle				
Frames from centre to centre amidships							Upper Deck Stringer Plate, br'dth & thickness				
Frames from centre to centre amidships							(clear of Bridge)				
Frames from centre to centre amidships							" " " " br'dth & thickness				
Frames from centre to centre amidships							(in way of Bridge)				
Frames from centre to centre amidships							" " " " Angle (clear of Bridge)				
Frames from centre to centre amidships							" " " " Tie Plate at sides of Hatchways				
Frames from centre to centre amidships							" " " " Deck, * Iron or Steel, for full lng.				
Frames from centre to centre amidships							" " " " Thickness (clear of Bridge)				
Frames from centre to centre amidships							" " " " (in way of Bridge)				
Frames from centre to centre amidships							" " " " Wood Deck, Material & thickness				
Frames from centre to centre amidships							Second Deck Stringer Plate, br'dth & thickness				
Frames from centre to centre amidships							Angles on ditto, No. 2				
Frames from centre to centre amidships							Tie Plates outside Hatchways				
Frames from centre to centre amidships							" " " " Deck, * Iron or Steel, for full lng.				
Frames from centre to centre amidships							" " " " Wood Deck, Material & thickness				
Frames from centre to centre amidships							Third Deck Stringer Plate, br'dth & thickness				
Frames from centre to centre amidships							Angles on ditto, No.				
Frames from centre to centre amidships							Tie Plates, outside Hatchways				
Frames from centre to centre amidships							" " " " Deck, * Material and thickness				
Frames from centre to centre amidships							Fourth and Fifth Deck Stringer Plate, br'dth & thickness				
Frames from centre to centre amidships							Angles on ditto, No.				
Frames from centre to centre amidships							" " " " Tie Plates outside Hatchways				
Frames from centre to centre amidships							" " " " Deck, Material & thickness				
Frames from centre to centre amidships							Poop Deck Stringer Plate, breadth & thickness				
Frames from centre to centre amidships							Angle on ditto				
Frames from centre to centre amidships							Tie Plates				
Frames from centre to centre amidships							Deck, Material and thickness				
Frames from centre to centre amidships							Bridge Deck Stringer Plate, br'dth & thickness				
Frames from centre to centre amidships							Angle on ditto				
Frames from centre to centre amidships							Tie Plates				
Frames from centre to centre amidships							Deck, Material and thickness				
Frames from centre to centre amidships							Forecastle Deck Stringer Plate, br'dth & thickness				
Frames from centre to centre amidships							Angle on ditto				
Frames from centre to centre amidships							Tie Plates				
Frames from centre to centre amidships							Deck, Material and thickness				

GENERAL REMARKS—(continued).

On trials the sole plate & plunger block of the winch were found to be broken. These were temporarily repaired for the voyage to Middlesbro and the owner intend to have same made good at that port. The Middlesbro Surveyors have been advised.

This vessel has been placed in dry dock and the following repairs carried out, due to damage caused by striking quay wall after launching on 30th June 1920. The vessel has been placed in dry dock and the following repairs carried out.

Six frames port side of No. 1 hold cropped removed, fairied & refitted with efficient straps over bitts, and one frame fairied in place.

4 shell plates on port side of No. 1 hold removed, fairied & refitted. No. 1 double bottom tank tested under water pressure found satisfactory.

The repairs have been satisfactorily carried out and the vessel is now in the same good & efficient condition as before the damage was sustained.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 13.92 ft., R.Q.D. ✓ ft., Bridge 148.5 ft., Forecastle 41.3 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 Decks (steel)

Official No. : Signal Letters State if Machinery is fitted aft No
How are the surfaces preserved from oxidation? Inside Paint & cement Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	133	502	Fore peak tank,	23	120
Double bottom, under Engines and Boilers,			After peak tank,	16	67
Double bottom, if under Engines only,	22.5	133	Deep tank, aft,		
Double bottom, if under Boilers only,	38.25	193	Deep tank, forward,		
Double bottom, forward,	187	722	Other tanks, if fitted, Settling tanks	15.75	149
	Total capacity of double bottom	1550	(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.

Order for Special Survey No. 5271
Date 10/7/1919.
No. 578 in builder's yard.
DATES of Surveys held while building
1919 Mar 31 Apr 7.22.28 May 5.15.19.22.26 Jun 3.6.16.26 July 8.15. Aug 20.26.28 Sep 1.8.11.15.20 Oct 6.12.17.30 Nov 3. (Nor 10.19 Dec 4.11.18.24 (1920) Jan 12.19.26.29 Feb 3.5.16.19.23.26 Mar 1.4.8.15.22.26 29 Apr 7.12.19.22) May 6.10.19.27 Jun 7.14.28 July 2.5.29.30 Aug 3.4.6.18.25.27 Sep 7.16.21.22

Surveyor's Signature

Henry A. Hibb
Total No. of Visits 78