

STEEL STEAMER ~~OR~~ MOTORSHIP.

Received at London Office 27 JAN 1926

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

Date of completion of report

25-1-26

Port of

Glasgow

No.

45350

Survey held at

Glasgow

Date First Survey

22-4-25

Last Survey

16th Jan 1926

1926

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

S. S. "MARTHARA" (Machinery not fitted aft)

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

Full Scantling

State Type of Erections

Prop. Br. Fela

TONNAGE under Tonnage Deck

4683.28

CLASS 100-A-1

State if with freeboard as condition of Class

No

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 402.0

Launched

28th Nov 1925 Yard No. 709.M.

Total

Breadth (greatest moulded)

B 52.0

Builders

D. W. Henderson & Co.

Gross Tonnage

4998.86

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

D 29.83

Owners

S. S. Magdala Coy Ltd

Register Tonnage

3104.60

1st Longitudinal Number (L x D)

= 11991.66

Managers

MacLay & McIntyre Ltd.

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

2nd Numeral L x (B + D)

= 32895.66

Residence

Glasgow

REGISTERED DIMENSIONS. FEET.

Length

403.00

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

16.80

Port of Registry

Glasgow

Breadth

52.25

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

13.44

If surveyed while building, afloat, or in dry dock

Depth

27.30

Do. Long Bridge to top of keel

10.47

Draught Moulded

24.25

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.
FRAMES, Spacing amidships	34		Bracket Floors, Frame	8 3 1/2 45	
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	7 1/2 3 45	
" " in peaks	24		" " Vertical Struts	7 1/2 3 45	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	42 1/2 x 32	
Frame Amidships, Angle, E or F	10 1/2 3 1/2 54		" " top Angles	double 3 1/2 3 1/2 50	
" " Extends up to	2 nd Deck & to 2 nd Deck and upper deck in way of poop. Br. & Fela		" " bottom Angles	double 4 4 56	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One 38	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	40 x 53 38 x 53	
Depth of Framing Girder	10 1/2		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 47	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	10 1/2 3 1/2 54		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	3 1/2 3 1/2 43	
" " In way of Bridge	6 1/2 3 1/2 32 6 x 3 1/2 x 32		" " Gussets, spacing and scantling abaft 1/2 len. from stem	24 x 24 x 42 34" spacing	
" " Second 'tween Decks, Angle, E or F	8 3 1/2 38		" " Gussets, spacing and scantling forward 1/2 len. from stem	27 x 27 x 42 @ 34" & 27"	
" " Third 'tween Decks, Angle, E or F	7 1/2 3 1/2 34		Tank Side Brackets, height above base line at toe of Frame and thickness	64 x 47	
Framing in Peaks, Angle or F	7 1/2 3 1/2 37		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 - 5/16		Breadth and thickness of Middle Line Strake	50 1/2 x 50	
State if Frame Joggled	Yes		Thickness of remainder in Holds	45 to 39	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	3 Webs 25 1/2 x 46 3 Straps 25 1/2 x 36		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	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	2 half height & 1 full height bulkhead each side 3 Strakes plating midship thickness to Coll. Bhd. Bottom frames double riveted		BEAMS.		
SINGLE BOTTOM			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	8 3 1/2 43	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, E or F	9 3 1/2 38	
" Height of Brackets at side above base line at toe of frame			Spacing	34	
Middle Line Keelson, on Floors, Angles, E or F			Second Deck, amidships, Angle, E or F	9 3 54	
" " Through Plate or Intercoastal Plate			Spacing	34	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, E or F		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, E or F		
" thickness of Intercoastal Plate			Spacing		
" Angles			Poop Deck, Angle, E or F	7 3 36 7 x 3 x 36 and 6 1/2 3 34 6 x 3 x 34	
DOUBLE BOTTOM.			Spacing	34 7 24	
Solid Floors, thickness and spacing	42 68" Spacing		Bridge Deck, Angle, E or F	7 1/2 3 36	
" " Are Frame and Reversed Frame joggled?	Yes		Spacing	34	
Bracket Floors, breadth and thickness at middle line	54 x 42 31 3/4 x 42		Forecastle Deck, Angle, E or F	10 1/2 3 1/2 48 and 8 1/2 3 40	
" " breadth and thickness at margin plate	51 x 42 31 3/4 x 42		Spacing	54 and 48	

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.
PILLARS , No. of Rows.....	<i>Two rows of</i>			Stringer Plate, breadth and thickness in way of Bridge	<i>47 x 35</i>		
" in 'tween Decks, Size and Spacing.....	<i>widely spaced pillars with deck girders</i>			Thickness of Plating abreast Deck openings in way of Wells	<i>36 to 34</i>	<i>36-32</i>	
" " " " " "	<i>also centre row of round solid pillars</i>			Thickness of Plating abreast Deck openings in way of Bridge	<i>31</i>		
" in Holds " "	<i>to take</i>			Thickness of Plating within line of openings.....	<i>32 to 30</i>		
" " " " " "	<i>Shifting boards</i>			If Sheathed, material and thickness			
Centre Line Bulkhead				Third Deck.			
Stiffeners and Spacing				Stringer Plate, breadth and thickness.....			
Plating, thickness of				If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	<i>56 x 31</i>			If Plated, state thickness.....			
" " " " " in way of Bridge	<i>38</i>			Poop Deck.			
" Angle in Wells	<i>6 6 31</i>			Stringer Plate, breadth and thickness	<i>35 x 34</i>		
Thickness of Plating abreast Deck openings in way of Wells	<i>64 to 48</i>			Plating, Sheathing, material and thickness ...	<i>30</i>		
Thickness of Plating abreast Deck openings in way of Bridge	<i>36</i>			Bridge Deck.			
Thickness of Plating within line of openings.....	<i>42 to 34</i>			Stringer Plate, breadth and thickness.....	<i>58 x 50</i>		
<i>In bridge</i>	<i>32</i>			Plating, Sheathing, material and thickness ...	<i>44 and 36</i>		
If Sheathed, material and thickness				Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness.....	<i>34 x 34</i>		
Stringer Plate, breadth and thickness in Wells.....	<i>47 x 38</i>			Plating, Sheathing, material and thickness	<i>Plating 34 Sheathed 5x3 P.P.</i>		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>No</i>			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	<i>49</i>	<i>78</i>	<i>68</i>	<i>68</i>		<i>Double</i>	<i>1</i>	<i>3 7/8</i>	<i>Four where over 76</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>	
„ DECK (if any)													
BOTTOM PLATING, No. of Strakes <i>Three</i>		<i>66</i>	<i>46</i>	<i>46</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/4</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes <i>Two</i>		<i>66</i>	<i>46</i>	<i>46</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>Three</i>		<i>66</i>	<i>44</i>	<i>44</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>50</i>	<i>92</i>	<i>44</i>	<i>44</i>		<i>"</i>	<i>1</i>	<i>3 3/4</i>	<i>Five</i>	<i>1</i>	<i>4 1/2</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>50</i>	<i>66</i>				<i>"</i>	<i>7/8</i>	<i>3 1/4</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>58</i>	<i>76</i>				<i>"</i>	<i>1</i>	<i>3 3/4</i>	<i>Four</i>	<i>1</i>	<i>4</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ...	<i>"</i>	<i>66</i>	<i>44</i>	<i>44</i>		<i>"</i>	<i>7/8</i>	<i>3 1/4</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
POOP SIDE PLATING				<i>38</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>One</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>57</i>				<i>Double</i>	<i>7/8</i>	<i>3 1/4</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
FORE'C'TLE SIDE PLATING			<i>40</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>One</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *Six to upper deck*

„ Deck next below *none*

As per Rule *Six*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	Rolled Steel bar	9½ x 2½	Hickman Ltd	
STERN FRAME {	Propeller Post	Steel 10½ x 7½	Stoke	
	Rudder „	Forging 9 x 7½	Ltd	
RUDDER—A x D		472		
Speed of Vessel		10½ knots		
RUDDER mainpiece at head ...	Steel	10	Stoke	
„ „ heel ...	Forging	7½	Ltd	
„ how constructed	Forged arms	frame	with shunk on	
„ double or single plate		single		
„ 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) (Open hearth process)
 Colville & Son, Beardmore & Co, Dorman Long & Co, Phoenix, Action - Gesellschaft für
 Bergbau und Hüttenbetrieb, Aufschaffungshütte, Oberhausen.
 Has the Steel been tested as required by the Rules? Yes

EQUIPMENT No. <i>34542</i>												LETTER <i>y</i>	ANCHORS.		
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.			
<i>28891</i>	1st Bower ...	<i>60</i>	<i>2</i>	<i>0</i>	<i>Stockless</i>			<i>48</i>	<i>12</i>	<i>2</i>	<i>0</i>	<i>56.83</i>	<i>Byers Imp Stockless</i>	<i>not stated</i>	<i>Sunderland 24/25 Butler</i>
<i>28889</i>	2nd „ ...	<i>59</i>	<i>2</i>	<i>14</i>	<i>do</i>			<i>48</i>	<i>2</i>	<i>3</i>	<i>7</i>	<i>56.83</i>	<i>do</i>	<i>do</i>	<i>do 25/25 do</i>
<i>28790</i>	3rd „ ...	<i>50</i>	<i>2</i>	<i>7</i>	<i>do</i>			<i>42</i>	<i>15</i>	<i>1</i>	<i>7</i>	<i>56.83</i>	<i>do</i>	<i>do</i>	<i>do 19/25 do</i>
	Collective weight.	<i>170</i>	<i>2</i>	<i>21</i>								<i>170.49</i>			
<i>87580</i>	Stream	<i>16</i>	<i>1</i>	<i>17</i>	<i>4</i>	<i>2</i>	<i>4</i>	<i>17</i>	<i>16</i>	<i>1</i>	<i>0</i>	<i>16-1.0</i>	<i>Rodgers</i>	<i>not stated</i>	<i>Nottingham 15/25 Green</i>

CHAIN CABLES.												HAWSERS 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.	Length.	Diam.	Length.	Cir.					Length.	Cir.			
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
75945	270	2 3/4	86 1/8	120 1/2	645.3.4			645.3.0	270	2 3/4	Shd Link	not stated	Nottingham 12/25	TOWLINE	120	4 1/4	47	120	4 1/4
														HAWSERS & WARPS	90	3 1/2	26	2-90	2 3/4
														"	90	3	18	2-90	2 1/2
Iron Stream Chain-Steel Wire	90	4 1/4		47					90	4 1/4	Shd wire	R. S. Newall & Son.		"	2-90	2 1/2	12.5		

Steering Gear, Steam *by Caldwell & Coy. Ltd.* Emergency Steering Gear, Hand *Efficient*

Boats *Four* Steering Chains, Size and Test *4 1/2 Flexible S.W. 60 tons* Windlass *Steam by Emerson, Walker & Thompson Bros.*

Ceiling in Holds, thickness and material *2 1/2 W.P. under hatches and over timbers* Cargo Battens, thickness, material and spacing *2" W.P. 15" centres*

Cargo Hatchways.-(Upper Deck) *30" high* Thickness of Hatches *2 1/2 Pine*

Size of No. 1 Hatchway (Forward) *29' 3" x 18'* No. 2 *31' 2" x 18'* No. 3 *11' 4" x 18'* No. 4 *31' 2" x 18'* No. 5 *28' 4" x 18'* No. 6 *12' x 10'*

Number of Shifting Beams and/or Fore and Afters *5 webs in Nos. 1, 2, 4, 5 hatches, 1 in No. 3 and 6 No fore and afters.*

DAVID & WILLIAM HENDERSON & CO., LIMITED
Builder's Signature *David Henderson* Director.

GENERAL DECLARATION *The workmanship and materials are good.*

The vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, and in conformity with the Revised Rules. The double bottom water ballast tanks and both peak tanks have been tested, as required by the Rules. The weather decks, bulkheads and tunnel, have been tested as required by the Rules, with satisfactory results. The bottom forward of the 3/5th length has been strengthened as required. The freeboards have been verified and the marks cut in on the vessel's sides. The approved plans, as noted on the back of the report, are forwarded herewith.

The vessel is a modified sister ship of the S.S. "Kolimba" the same builders No. 488 vessel. Regt No. 33780.

The amount of Entry Fee £ 8 : 0 : 0 ✓ Fees applied for, 21.1.19 26.

Special Survey Fee £ 324. 19 : 0 ✓ Received by me, 21.1.19 26.

Freeboard 10 0 0

Travelling Expenses, if any £ 2 : 2 : 0

Damage 2 2 0

State whether the Vessel has been built under Special Survey *yes.*

I am of opinion the Vessel should be Classed *100.A.1.*

Signature *George Nicol*

Surveyor to Lloyd's Register of Shipping.

H.M. Certificate to be sent to *GLASGOW* Date of issue *30/1/26*

Committee's Minute *GLASGOW 26 JAN 1926*

Character assigned *100A1*

126

Lloyd's A & CP

+ LMC 126. 28. 1926

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.)

List of Plans

Midship Section as approved
do. vessel as built
Profile and Deck plans
Pillars and Brackets
Fore and after Poring Arrangements
Bumping Plan
Sketch of Tween deck frame to hold frame
Rudder plan
Boiler Casing opening at 2nd deck
Stern frame
Quadrant plan

List of Reports

Stern frame
Rudder
Stern
Tiller

Vessel stated to have sustained ^{damage} at fore end whilst launching, the plating being slightly indented on both sides; also damage to side plating, starboard fore well through striking the Porthouse Jetty whilst entering the river Kelvin on 11th Dec. 1925; also damage to bilge keel, port side, cause not stated

Permanent repairs of the above have been effected, as follows, viz:—

Launching damage:

B Strake, N. 3 plate, port and Starbd. faired in place

Damage thro' striking Jetty.

Starboard Side, (Plates numbered from forward)

E strake, N. 7 plate faired in place

F do N. 7 do removed, faired, and refitted

G do N. 7 do do do

1 length bilge keel removed, faired, and refitted

1 length bilge keel T bar faired in place

Damage (Cause not stated)

2 lengths bilge keel butt plate, port, removed faired, and refitted

2 do do T bar do faired in place

Particulars of Drop Test of Cast Steel Anchors, viz:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	40.0.14.	M. B.	2347.	27 th Feb. 1925
2nd "	37.3.14	M. B.	2348	do.
3rd "	32.0.0	K. H.	3341.	13 th Feb. 1925

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 44.72 ft., R.Q.D. ft., Bridge 125 ft., Forecastle 46.25 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

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

2 decks Stl

Official No.

Signal Letters

Is bottom of Vessel coated with cement ^{and butts} if not give

Cement as per Rule in B.S.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	121.83	353.5W.	Fore peak tank,		20.5	68.5	
Double bottom, under Engines and Boilers,	37.66	160 "	After peak tank,		21.0	209 "	
Double bottom, if under Engines only,			Deep tank, aft,				
Double bottom, if under Boilers only,			Deep tank, forward,				
Double bottom, forward,	183.16	598.5W.	Other tanks, if fitted,				
Total capacity of double bottom			1111	(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.

5679

Date

10.1.25.

Dates of Surveys held while building

1925. Apr 22. 29. 30. May 12. 19. 20. 21. 26. 28. June 1. 3. 5. 9. 17. 18. 22. 23. 26. 30.
July 6. 7. 9. 13. 31. Aug 7. 10. 18. 20. 24. 27. 28. Sept 1. 4. 7. 10. 17. 18. 20. 21. 23. 25. 29.
Oct 1. 2. 7. 9. 12. 14. 16. 21. 23. 26. 27. 29. Nov 2. 6. 18. 19. 24. Dec 4. 11. 17. 22. 24. 25. 28. 30.
1925. Jan 16.

Total No. of Visits

69