

STEEL STEAMER or MOTORSHIP

Received at London Office

15 JAN 1925

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

10th January 1925Port of **NEWCASTLE-ON-TYNE**No. **78129**

Survey held at

Wallsend-on-Tyne

Date First Survey

16th April 1924

Last Survey

2nd January 1925

1925

On the

Steamer

City of Mandalay

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

State Type of Erections Bridge & forecabin connected & roofed

TONNAGE under

Tonnage Deck

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

Total Excess Hatchways

Gross Tonnage

Register Tonnage

CLASS **100. A.1.**

State if with freeboard as condition of Class

FEET.

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

Breadth (greatest moulded)

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

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

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

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

Do. Long Bridge to top of keel

Draught Moulded

Built at Wallsend-on-Tyne

Launched 12th Nov 1924 Yard No. 1253

Builders Swan, Hunter, Wigham Richardson Ltd.

Owners The Elder, Smith & Co. Ltd.

Managers M. S. Workman

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

Residence 21, Moorgate, London, E.C.2.

Port of Registry Glasgow

Surveyed while building, afloat, or in dry dock

Built under Special Survey

REGISTERED DIMENSIONS.

FEET.

Length

Breadth

Depth

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	36	✓			Bracket Floors, Frame	B.A.	9 1/2	3 1/2	50	9 x 3 1/2 x 50
" " from 1/2 length to Collision bulkhead.....}	27	✓			" " Reversed Frame	B.A.	8 1/2	3 1/2	53	8 1/2 x 3 x 53
" " in peaks.....	24	✓			" " Vertical Struts.....	One B.A. 8 1/2 3 1/2 53 One plate channel 15 x 45				8 1/2 x 3 x 53
SIDE FRAMING.					Centre Girder, depth and thickness amidships	Double	4 1/2	5	57	
Frame Amidships, Angle, E or F	10	3 1/2	46	✓	" " top Angles	Double	3 1/2	3 1/2	64	✓
" " Extends up to	40	3 1/2	46	✓	" " bottom Angles	Double	5	5	60	✓
Reversed Frame Amidships, Angle	4 1/2	3	44	✓	Side Girders, No. each side and thickness	One	4 1/2			
" " Panting area = 1st. Hold	4 1/2	3	40	✓	Margin Plate depth (excl. of flange) and thickness		4 1/2	5	57	4 1/2 x 57
" " Extends up to	2nd Deck.			✓	" " Vertical Angle to Tank side		6	6	50	✓
" " Panting area = 1st. Hold " "	3rd Deck.			✓	" " Bracket abaft 1/2 len. from stem		15 R. 7/8			✓
Depth of Framing Girder	10			✓	" " Vertical Angle to Tank side		6	6	50	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	10	3 1/2	46	✓	" " Bracket forward 1/2 len. from stem		15 R. 7/8			✓
" " Second 'tween Decks, Angle, E or F	5	3 1/2	40	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	Every frame. 4 1/2 x 5 1/2 x 7/8				✓
" " Bridge, O.A. (Intermediate)	5	3 1/2	40	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem.....	Every frame. 4 1/2 x 5 1/2 x 7/8				✓
" " Third " " " " " "	9	3	44	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		5 1/2	11	45	✓
Framing in Peaks, Angle or F	9	3	40	✓						
Diameter and Spacing of Rivets through Shell Plating	7/8	5 1/2	diam	✓						
State if Frame Joggled	Joggled at peaks			✓						
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep Framing			✓						
STRENGTHENING OF BOTTOM FORWARD.										
WARD. State Particulars	2 in vertical Side Stingers			✓						
SINGLE BOTTOM.										
Floors, Depth and thickness at mid-line in Holds										
Height of Brackets at side above base line at toe of frame										
Middle Line Keelson, on Floors, Angles, E or F										
" " Through Plate or Intercoastal Plate										
" " Foundation Plate on Floors										
" " Flat Plate Keel Angles										
Side Keelsons, No. each side										
" " thickness of Intercoastal Plate										
" " Angles										
DOUBLE BOTTOM.										
Solid Floors, thickness and spacing (B.S. = 62)	4 1/2	52		✓						
" " Are Frame and Reversed Frame joggled?	Yes			✓						
Bracket Floors, breadth and thickness at middle line (B.S. = 55)	36	45	B.S. = 55	✓						
" " breadth and thickness at margin plate (B.S. = 55)	30	45	B.S. = 55	✓						

W453-0135 (112)

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>(Tubular E.N.)</i>	<i>Two</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>49</i>	<i>.38</i>	
"	<i>all wide spaced as per plan with girders.</i>			Thickness of Plating abreast Deck openings in way of Wells	<i>46</i>	<i>.40</i>	
"	<i>in 'tween Decks, Size and Spacing (Bridge)</i>	<i>7 1/2 x 3/4</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>.38</i>	<i>.36</i>	
"	<i>" " " (Upper)</i>	<i>7 1/5 x 40/158</i>		If Sheathed, material and thickness	<i>No.</i>		
"	<i>in Holds Forward.</i>	<i>16 1/2 x 60/76</i>		Third Deck.			
"	<i>ast. "</i>	<i>13 1/17 x 60/83</i>		Third Deck. Fore Hold only.			
Centre Line Bulkhead.				Stringer Plate, breadth and thickness	<i>46</i>	<i>.50</i>	
Stiffeners and Spacing				If Plated, state thickness		<i>.38</i>	
Plating, thickness of				Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness			
Uppermost Continuous Deck.				If Plated, state thickness			
Stringer Plate, breadth and thickness in Wells	<i>61</i>	<i>1.07-.74</i>	<i>61 x 1.05-.74</i>	Poop Deck.			
" " " " in way of Bridge	<i>61</i>	<i>.44</i>	<i>61 x .42</i>	Stringer Plate, breadth and thickness	<i>37</i>	<i>.36</i>	
" Angle in Wells	<i>7</i>	<i>7</i>	<i>.94</i>	Plating, Sheathing, material and thickness	<i>267.30</i>		
Thickness of Plating abreast Deck openings in way of Wells	<i>.78</i>	<i>.60</i>	<i>.76-.58</i>	<i>P.P. @ accommodation = 3"</i>			
Thickness of Plating abreast Deck openings in way of Bridge	<i>.42</i>		<i>.40</i>	Bridge Deck.			
If Sheathed, material and thickness	<i>No.</i>			Stringer Plate, breadth and thickness	<i>61</i>	<i>.57</i>	
Second Deck.				Plating, Sheathing, material and thickness	<i>.45-.36</i>	<i>.43-.36</i>	
Stringer Plate, breadth and thickness in Wells	<i>49</i>	<i>.42</i>		<i>P.P. @ accommodation = 2 1/2"</i>			
				Forecastle Deck.			
				Stringer Plate, breadth and thickness	<i>35</i>	<i>.36</i>	
				Plating, Sheathing, material and thickness	<i>.35</i>		
				<i>P.P. @ windlass only = 3 1/2"</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	52	.86	.76	.76		Double	1	4	Quad $\frac{3}{4}L$	1	4	Lapped 14	
„ DBLG. (if any)	<i>No.</i>												
BOTTOM PLATING, No. of Strakes <i>Lower</i>	72/73	.74	.54/72	.68	.74 - .50	" "	$\frac{7}{8}$	$3\frac{3}{8}$	Quad $\frac{1}{2}L$	$\frac{7}{8}$	$3\frac{1}{2}$	" " 12	
BILGE PLATING, No. of Strakes <i>Lower</i>	69 1/2	.74	.54	.50	.74 - .50	" "	"	"	" " "	"	"	" " "	
SIDE PLATING, No. of Strakes <i>Four</i>	68/81 1/2	72/74	.50/46	.46	.72 - .46	" "	"	"	Treble 7L	$\frac{7}{8}$	$3\frac{3}{8}$	" " 9	
UPPER DECK, Sheer-strake in Wells.....	51	.94	-	.46		Bridge Side plating carried down to deck	1	4	Quinn $\frac{1}{2}L$	1	$4\frac{1}{2}$	" " 17 1/2	
UPPER DECK, Sheer-strake in Bridge ...	51	.76	.46	-	.72 - .46	Double	$\frac{7}{8}$	$3\frac{3}{8}$	Treble Straps @ doubling 19" x 1 1/8"	$\frac{7}{8}$	$3\frac{3}{8}$	Lapped 9	
STRAKE BELOW Sheer-strake in Wells.....	62 1/2	.81	-	.46		" "	1	4	Quad $\frac{3}{4}L$	1	4	" 14	
STRAKE BELOW Sheer-strake in Bridge ...	62 1/2	.72	.46	-		" "	$\frac{7}{8}$	$3\frac{3}{8}$	Treble 7L	$\frac{7}{8}$	$3\frac{3}{8}$	" 9	
POOP SIDE PLATING40		Single	$\frac{3}{4}$	$3\frac{3}{11}$	Double	$\frac{3}{4}$	$2\frac{5}{8}$	" 5	
BRIDGE SIDE PLATING ...	46 1/2/60	.70	.48	.70/76	.66 - .46	Double	$\frac{7}{8}$	$3\frac{3}{8}$	Quad $\frac{1}{2}L$	$\frac{7}{8}$	$3\frac{1}{2}$	" 12	
FORECASTLE SIDE PLATING			.42		.42	Single	$\frac{3}{4}$	$3\frac{3}{11}$	Double	$\frac{3}{4}$	$2\frac{5}{8}$	" 5	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—											
Extending to Upper Deck (Sec. 3 c)		Seven.									
Deck next below		One.									
As per Rule		Seven.									

EQUIPMENT No. 43405 -												LETTER C+ -		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.				
28388	1st Bower ...	77	1	0	Stockless			57	8	3	0	77 -	Byers Improved. No 43848 I.P.H.S.		25.8.24
28392	2nd " ...	77	1	0	"			57	8	3	0	77 -	" Stockless	" "	" " " " H. Liebreck
28370	3rd " ...	65	3	14	"			51	10	0	0	65 1/2 -	" "	" "	26.8.24 " "
	Collective weight.	220	1	14								219 1/2 -			" " 18.8.24 " "
24208	Stream	22	1	21	5	3	14	22	15	0	0	22 -	Rodgers'	S. Taylor & Son I.P.H.S.	1.9.24

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
13881	Fathoms. 300	Ins. 2 1/16	Tons. 106	Tons. 1498	Cwts. qrs. lbs. 899. 0. 21.	Cwts. 890	Fathoms. 300	Ins. 2 1/16	Stud Link.	S. Taylor & Son I.P.H.S.	7.10.24	TOWLINE ...	Fathoms. 130	Ins. 5 1/2	Tons. 89	Fathoms. 130	Ins. 5 1/2		
Iron Stream Chain or Steel Wire	120	Cir. 5	73					120	Cir. 5			Makers of Rule Wires:- Hawkins & Jenson	HAWSERS & WARPS	4.100	8	Mannilla	4.100-8		
													"	2.90	4	Nice	-		
													"	2.90	3	"	-		

Steering Gear, Steam *Hastie & Co.* Steering Gear, Hand *Spava Sellar*, also wires & tackles led to steam winch.

Boats *Four Lifeboats = 26'0"* Steering Chains, Size and Test *Gear direct on to toothed Windlass Clarke Chapman & Co. Ltd.*

Ceiling in Holds, thickness and material *Over bilges only.* Cargo Battens, thickness, material and spacing *Pine 6x2, vertical ex No 1 & 5 Holds & Tween decks, clear spacing = 9".*

Cargo Hatchways.-(Upper Deck) *Usual construction:- plate & angle.* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *B.D. 27'0" x 18'0"* No. 2 *B.D. 42'0" x 18'0"* No. 3 *B.D. 24'0" x 18'0"* No. 4 *B.D. 2'0" x 18'0"* No. 5 *U.D. 39'0" x 18'0"* No. 6 *U.D. 27'0" x 18'0"*

Number of Shifting Beams and/or Fore and Afters *No 1 & 5 = 5 webs. No 2 & 4 (b) = 7 webs. No 3 = 3 webs. No 4 (a) = 1 web.*

FOR SWAN, HUNTER & WIGHAM RICHARDSON, LTD.
Builder's Signature *Abelaughton*

GENERAL DECLARATION *This vessel has been constructed in accordance with the approved plans. The Secretary's Letters & with the requirements of the Revised Rules (with the owner's consent). The material & workmanship are good.*

The weather decks, W.I. bulkheads & tunnel were tested & found to be satisfactory.

Both the peaks were tested by being filled to the L.W.L with water.

The freeboard assigned in the Secretary's Letter dated 8th October 1924 has been duly marked & verified on the vessel's side. Freeboard Report No. 78376.

The double bottom tanks have been fitted for the carriage of oil fuel, which together with the double bottom cofferdams & the deep tank, have been tested as required by the Rules.

The requirements of Section 35 of the Rules have been carried out.

The W.I. doors & the hand pump to the fore peak were tested & found to be in order.

The amount of Entry Fee £ 10 : 0 : 0	Fees applied for, 9 Jan 1925	I am of opinion the Vessel should be Classed <i>100 A.1.</i>
Special Survey Fee.... £ 376 : 4 : 6	Received by me, 13 Jan 1925	
Freeboard Travelling Expenses, if any £ 13 : 0 : 0		
State whether the Vessel has been built under Special Survey <i>Yes</i>		Signature <i>Thomas S. Shute</i> Surveyor to Lloyd's Register of Shipping.
Certificate to be sent to <i>Newcastle-on-Tyne</i> Date of issue <i>23/125</i>		

Committee's Minute *TUES. 20 JAN 1925*

Character assigned *100 A.1*

Lloyd's as 100 A.1 + Lmb. 1.25

7.D. C.L.

Limit for oil fuel 1.25

T.P. above 150°F.

Lloyd's as 100 A.1

7.D. C.L.

Limit for oil fuel 1.25

T.P. above 150°F.

The Surveyors are requested not to write on or below the Committee's Minute.

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.)

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

1st Bower	46-2-10.	51-0-14.	NO. 5806.	C Barlett 22-7-24.
2nd "	45-3-20.	50-2-0.	" 5788.	" " " "
3rd "	38-1-24.	42-0-14.	" 5383.	W. Malcolm 27-3-24.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 43-5 ft., R.O.D. ft., Bridge 4 ft., Forecastle 303-5 (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)

Official No. 1467942; Signal Letters
If bottom of Vessel has been coated Inside
Particulars of composition E & B. double bottom tanks = Portland Cement. Remainder of double bottom = cement

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Cap.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	141-0	429.	Fore peak tank,		
Double bottom, under Engines and Boilers,	42-0	193-5	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,	30-0	928
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	191-3	706-0	Other tanks, if fitted,		
	Total capacity of double bottom	1328-5	(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. 5071
Date 28/3/24
Dates of Surveys held while building 1924
Apr. 16, 23, 30, May 2, 5, 7, 8, 12, 14, 16, 21, 27, 30, June 2, 16, 19, 30, July 4, 15, 16, 22, 24, 29, 6, 27, Sept. 2, 4, 5, 7, 9, 11, 12, 15, 16, 18, 19, 22, 23, 24, 25, 26, 30, Oct. 2, 3, 6, 7, 10, 13, 14, 17, 21, 22, 28, 29, 30, Nov. 4, 7, 11, 12, 14, 20, 21, 27, Dec. 1, 9, 12, 15, 17, 18, 19, 20, 22, 23, 24, Jan 2, 1925

Total No. of Visits 76