

Awning or Shelter Deck,

STEEL STEAMER.

No. 8521

or Pl. Awning Deck.

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

Yes

-6 FEB 1925

Port of Bundu Date of completion of Report 18th Dec 1923 Received at London Office 28th January 1925

Survey held at Bundu Date, First Survey 18th Dec 1923 Last Survey 28th January 1925

On the Single Screw Oil Engine. "RABY CASTLE" Rig Schooner

TONNAGE under 4590.74 CLASS 100A.1. Shelter DK with Treboard FEET. 52.25 Master

Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. Breadth (greatest moulded) 29.0 Year of Appointment

Total under Upper Dk. 4590.74 Deduct height of 'tween deck when this does not exceed 8ft. 87.25 Built at Bundu

Do. of Poop Transverse Number 400.00 When built 1925 Launched 22nd Jan 1925

Do. of R. Qr. Dk. Length on deck from fore part of stem to after part of sternpost 400.00 By whom built Caledon S.B. & Co. Ltd.

Do. of Bridge House Longitudinal Number 32500 Owners Lancashire Shipping Co. Ltd.

Do. of Forecastle Depth "d" at middle of length. See Secs. 2 & 13 16-11 Managers J. Chambers & Co.

Do. of Houses on Deck Proportions, Depth to Length, Uppermost Continuous Deck at side to top of keel 13.79 Residence Liverpool

Do. of excess of Hatchways Destined Voyage Up to receive machinery If Surveyed while Building, Afloat, or in Dry Dock Yes

Do. above Crown of Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

LENGTH on Deck as per Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL Do.	Top of Floors to top of Awn. or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid	No. of Tiers of Beams
400	0		52	3		37	Upper Deck Beams	16	11	3	3

Dimensions of Ship per Register, Length 400 breadth 52.45 depth 26.6 Upper Deck. Moulded depth, ft. 29 ins. 0 To Upper Dk. Round up of Uppermost Dk. Beam, Actual 13 1/2 ins.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule or as Appro.	Inches per Rule or as Appro.	FORGINGS AND CASTINGS.	Inches in Ship.	Inches per Rule or as Appro.			
FRAME, Angles, <u>or</u> Bars, amidships	<u>Longitudinal</u>	<u>Transverse</u>	<u>Longitudinal</u>	<u>Transverse</u>	<u>Longitudinal</u>	KEEL, Bar, depth and thickness	<u>Flat Plate</u>	<u>Keel</u>			
Do. in peaks	<u>3 1/2</u>	<u>4 1/4</u>	<u>3 1/2</u>	<u>4 1/4</u>	<u>3 1/2</u>	STEM, moulding and thickness	<u>12 x 2 3/4</u>	<u>10 1/2 x 2 3/4</u>			
Do. in way of Double Bottoms at Solid Floors	<u>3 1/2</u>	<u>4 1/4</u>	<u>3 1/2</u>	<u>4 1/4</u>	<u>3 1/2</u>	STERN-POST for Rudder do. do.	<u>9 x 7 1/2</u>	<u>9 x 7 1/2</u>			
Spacing of "Frames from centre to centre amidships	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" " for Propeller	<u>10 1/2 x 7 1/2</u>	<u>10 1/2 x 7 1/2</u>			
" length to collision bulkhead	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	RUDDER-A x D* Table 22	<u>500.5</u>	<u>11 knots</u>			
" of Frames from centre to centre in peaks	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Main Piece, diameter at head	<u>10</u>	<u>10</u>			
REVERSED FRAME, Angles	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" " " " at heel	<u>7 1/2</u>	<u>7 1/2</u>			
FRAMING, depth of girder	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	RUDDER, how constructed	<u>Shrink arms</u>	<u>single plate</u>			
FLOORS, depth and thickness of Floor Plate	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Can the Rudder be unshipped afloat?	<u>Yes</u>	<u>Yes</u>			
at mid-line for 1/2 length amidships	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	KEELSONS AND STRINGERS.	Inches in Ship.	Inches per Rule or as Appro.			
" in way of Engine and Boiler spaces	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	CENTRE LINE KEELSON, Vertical Plate above					
" thickness at the ends of vessel	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	floors, Through Plate, or Intercoastal Plate					
" depth at 1/2 the half-bdth. as per Rule	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Rider Plate					
" height extended at the Bilges	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Flat Keel Plate Angles					
FLOORS & BRACKETS, in Cell Dble Bottoms	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Horizontal Plates on Floors					
state if flanged (top & bottom)	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angles or Bulb Angles					
spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	SIDE KEELSONS, Number					
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angles or Bulb Angles					
" Angles, Top	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Plate above floors, for					
" " Bottom	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Intercoastal Plate, for					
" " to Floors	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Attached to outside plating with Angle					
SIDE GIRDERS, number and thickness	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	BILGE KEELSON, Angles					
state if flanged (top & bottom)	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Intercoastal Plate, for					
" Angles	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Attached to outside plating with Angle					
MARGIN PLATE, depth (exclusive of flange)	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	SIDE STRINGERS, Number					
and thickness	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angle					
" Angles to outside plating	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" " Intercoastal Plate, for					
" " to floors	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Attached to outside plating with Angle					
" Height of Brackets above at bilge	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Awning or Shelter Deck Stringer Plates,	<u>60-39</u>	<u>56-42</u>			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	breadth and thickness	<u>60-39</u>	<u>56-42</u>			
" " thickness in Engine and Boiler space	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angle on ditto	<u>60-39</u>	<u>56-42</u>			
" " Remainder in Holds	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Tie Plates, fore and aft, outside Hatchways	<u>60-39</u>	<u>56-42</u>			
BEAMS, Awn or Shltr Dk, Single Angle,	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Deck * Iron or Steel, for	<u>60-39</u>	<u>56-42</u>			
Bulb Angle, Plate, Tee Bulb or Channel	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Deck * Material and thickness	<u>60-39</u>	<u>56-42</u>			
" Angles on upper edge	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Upper or Second Deck Stringer Plate,	<u>60-39</u>	<u>56-42</u>			
" Spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	breadth and thickness	<u>60-39</u>	<u>56-42</u>			
BEAMS, Upper or Second Deck, Single Angle,	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angles on ditto, No.	<u>60-39</u>	<u>56-42</u>			
Bulb Angle, Plate, Tee Bulb or Channel	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Tie Plates, outside Hatchways	<u>60-39</u>	<u>56-42</u>			
" Angles on upper edge	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Deck * Iron or Steel, for	<u>60-39</u>	<u>56-42</u>			
" Spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Deck * Material and thickness	<u>60-39</u>	<u>56-42</u>			
BEAMS, Third or Fourth Deck, Single Angle,	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Third Deck Stringer Plates, br'dth & thckn's	<u>60-39</u>	<u>56-42</u>			
Bulb Angle, Plate, Tee Bulb or Channel	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angles on ditto, No.	<u>60-39</u>	<u>56-42</u>			
" Angles on upper edge	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Tie Plates, outside Hatchways	<u>60-39</u>	<u>56-42</u>			
" Spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Deck * Material and thickness	<u>60-39</u>	<u>56-42</u>			
BEAMS, Fourth or Fifth Deck, Plate, Tee	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Fourth and Fifth Deck Stringer Plate,	<u>60-39</u>	<u>56-42</u>			
Bulb or Channel	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	breadth and thickness	<u>60-39</u>	<u>56-42</u>			
" Angles on upper edge	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angles on ditto, No.	<u>60-39</u>	<u>56-42</u>			
" Spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Tie Plates, outside Hatchways	<u>60-39</u>	<u>56-42</u>			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate,	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Deck * Material and thickness	<u>60-39</u>	<u>56-42</u>			
Tee Bulb or Channel	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Poop Deck Stringer Plate, breadth & thickness	<u>60-39</u>	<u>56-42</u>			
" Angles on upper edge	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angles on ditto	<u>60-39</u>	<u>56-42</u>			
" Spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Tie Plates	<u>60-39</u>	<u>56-42</u>			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Deck * Material and thickness	<u>60-39</u>	<u>56-42</u>			
Tee Bulb or Channel	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Bridge Deck Stringer Plate, br'dth & thickness	<u>60-39</u>	<u>56-42</u>			
" Angles on upper edge	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angle on ditto	<u>60-39</u>	<u>56-42</u>			
" Spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Tie Plates	<u>60-39</u>	<u>56-42</u>			
BEAMS, Forecastle Deck, Angle, Bulb Angle,	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Deck * Material and thickness	<u>60-39</u>	<u>56-42</u>			
Plate, Tee Bulb or Channel	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Forecastle Deck Stringer Plate, br'dth & th'kns	<u>60-39</u>	<u>56-42</u>			
" Angles on upper edge	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Angle on ditto	<u>60-39</u>	<u>56-42</u>			
" Spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Tie Plates	<u>60-39</u>	<u>56-42</u>			
PILLARS, In 'tween Deck, size and spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	" Deck * Material and thickness	<u>60-39</u>	<u>56-42</u>			
" Hold	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	BULKHEADS.	Number.	STIFFENERS.			
" Quarter, 'tween Dks.,	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	In Vessel.	Per Rule.	Horizontal.	Vertical.	Single or Double Frames.	Height up.
" in Hold	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Thickness.	Size.	Spacing.	Size.	Spacing.	
WEB-FRAMES, In Fore Body, No. and spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	Inches.	Inches.	Inches.	Inches.	Inches.	
" br'dth. & thickness	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	W. T. BULKHEADS	28	28	28	28	
" No. of Side Stringers	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	COLLISION	28	28	28	28	
WEB FRAMES, In E. & B. Space, No. & spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	PARTITION	28	28	28	28	
" br'dth. & thickness	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	LONGITUDINAL	28	28	28	28	
WEB FRAMES, In After Body, No. and spacing	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>						
" br'dth. & thickness	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>						
" No. of Side Stringers	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>						
" Size of Face Angles to Web Frames	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>						
BRACKET PLATES to Stringers between	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>						
Web Frames, depth and thickness	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>	<u>24</u>						

PLATING.							RIVETING.											
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES Ordinary or joggled?		BUTTS.									
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAIPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL	47	94	74	74	47	94	Double	6 3/4	1 1/8	4 1/2	Double	1 1/8	4 1/2	2 1/2	11/16	12	3/5 L	
GARBOARD OR A Strake		60	72	64		60		5 1/4	7/8	3 1/2		7/8	3 1/2			10 1/2	1/2 L	
B " "		60	72	48		60												
C " "		60	72	56		60										9	Full	
D " "		60	60	60		60							3 1/8				3/4 L	
E " "		60	48	48		60												
F " "		60	48	48		60		6	1	4								
G " "		70	44	48		70							1	3 1/2		10 1/2	3/5 L	
H " "		60	44	46		60		5 1/4	7/8	3 1/2		7/8	3 1/8			9	3/4 L	
J " "		60	44	44		60												
K " "		60	44	44		60												
L " "		60	44	44		60												
M " "	50	64	44	44	50	64					Double		3 1/2			12	1/2 L	
N " "																		
O " "																		
P " "																		
Q " "																		
R " "																		
S " "																		
DOUBLING of Flat Plate Keel																		
" of Sheerstrakes																		
(Length and Thickness)																		
POOP SIDES																		
SHORT BRIDGE SIDES																		
FORECASTLE SIDES																		

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. *Siemens Basic Open Hearth Process*

after Cargo Deck. Skinning Grove, Lancashire Steel Co.

Plate D. Colville & Sons, Bolton Vaughan, Beaumont St., Accrington, Lancashire

Billings & Accrington de Hayange

Has the Steel been tested as required by the Rules? *Yes*

Awning or Shelter Deck (Butts, *Double* riveted for *half* length amidship.

Stringer Plate (Straps, *single, double or overlapped* for *full* length amidship.

Second Deck (Butts, *Double* riveted for *half* length amidship.

Stringer Plate (Straps, *single or overlapped* for *full* length amidship.

Butts of Side Stringers riveted.

" Tie Plates riveted.

Inner Bottom Plating, riveting of Edges *double* Butts *Double* riveted.

Centre Girder Butts, *Double* riveted **Keelson Butts**, riveted.

Frames, riveted through Plates with *7/8* in. Rivets, about *5 1/2* apart.

Rivets, state whether Iron or Steel *Steel*

FRAMES extend in one length *from on floors from centre girders* to *margin plate* state if ordinary or joggled? *joggled*

REVERSED FRAMES on floors and frames extend *from on floors from centre girders* to *margin plate* state if ordinary or joggled? *ordinary*

MASTS, SPARS, & C.												
	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.	
LOWER MASTS	Fore	<i>Steel</i>	45-0	28"	26"	22"	-	Two	-	-	<i>Double</i>	<i>Double</i>
	Main	"	46-0	"	"	"	-	"	-	-	"	"
	Mizen	"										
Bowsprit												
Topmasts, Yards and Remainder of Spars												
Rigging, Material and Size, Shrouds												
Sails.												

Suits of *5 1/2" G. S. wire* Stays *Back & top mast 3" G. S. wire*

Sails, and the following spare sails

EQUIPMENT No. 34800-37600 LETTER <i>Z</i>										ANCHORS.							
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQ. BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
38691	1st Bower	64	2	0	-	-	-	50	15	0	0	63	3	0	<i>Britannia Stockless</i>	<i>R. Syme & Son Ltd.</i>	<i>Cradley Heath 8-6-23 L.P.H.</i>
39304	2nd "	63	2	18	-	-	-	50	7	2	0	63	3	0	-	-	<i>30-1-24 -</i>
39110	3rd "	55	0	18	-	-	-	45	9	0	7	54	2	0	-	-	<i>4-12-23 -</i>
	Collective weight	183	1	8				182	0	0							
39257	Stream	17	3	16	4	1	20	18	18	0	4	17	2	0	<i>Ordinary</i>	-	<i>11-1-24 -</i>
	Kedge																

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and Size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.				Fathoms and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size per Table 31.		
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.				
	270	2 1/4						270	2 1/4	<i>See list attached</i>				120	5	59	120	5	
										<i>Link</i>				90	8		90	8	
														90	8		90	8	
														90	7		90	7	
														90	7		90	7	
Iron Stream Chain or Steel Wire	2@90	4 3/4	47					90	4 3/4	<i>Steel wire</i>	<i>R. S. Newall & Sons</i>								

Boats *4 Lifeboats* **Steam Steering Gear** *Electric* **Hand Steering Gear** *To be run on Engine*

Pumps, Number *one* **Diameter of Barrel** *4"* **State whether they are in efficient working order** *Yes*

Windlass is *Electric* **Capstan** *None*

Engine Room Skylights.—How constructed? *Steel plates & angles*

What arrangements for deadlights in bad weather? *Angled steel flaps*

Coal Bunker Openings.—How constructed? *None* **How are lids secured?** *None* **Height above deck?** *None*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Each side 4 x 3" 1" Lifting Port 24 x 18" in Locomotive opening on P.S.*

Ceiling in Holds, thickness and material *3" white wood, n.w. of hatches* **Cargo Battens, thickness and material** *6 x 2" white wood spaced 9"*

Cargo Hatchways.—How formed? *Steel plates & angles* **Hatches, If strong and efficient?** *Yes*

State size No. 1 Hatch (Forward) *33'-0" x 18'-0"* **No. 2 Hatch** *33'-0" x 18'-0"* **No. 3 Hatch** *22'-0" x 18'-0"* **No. 4 Hatch** *33'-0" x 15'-0" No. 5 22'-0" x 18'-0"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *nos 1-274 5 webs each nos 375 3 webs each*

No. of Breasthooks *Six* **No. of Crutches** *Two*

Bulwarks, height above deck and description *Open rails* **Main Rail and Stays, material and size** *See list attached*

The above is a correct description *Yes* **Surveyor's Signature** *J. S. Newall* **Surveyor to Lloyd's Register of British & Foreign Shipping.**

Builder's Signature (here only.) *Paul & Paulay*

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *Pls. 16-8-23; 19-9-23.*
3-1-24; 30-4-24; 18/2/27-10-24; London. 15/6/23, 31/2/23, 6-21/1/25.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
Is the riveted work properly closed? *Yes*
Are the liners between the frames and plates solid single pieces? *Yes*
to plate, &c., conform well to each other? *Yes*
from the faying surfaces? *Yes*
Do the holes for riveting plate to frames, butt straps, or plate
Are the rivet holes well and sufficiently countersunk in the plate and punched
Do any rivets break into or through the seams or butts of plating? *Very few*
Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Not seen at Sps* State results of tests
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Not seen at Sps* State results of tests

General Remarks (State quality of workmanship, &c.) *This vessel has been built under Special Survey and in accordance with the Rules and approved plans, &c. The materials & workmanship are sound & good.*

The approved plans (in numbers) are forwarded herewith.
The vessel has been taken to the Sps to receive her machinery; a number of items remain to be completed on the hull, a letter (copy attached) has been forwarded to the Newcastle Surveyors, as the vessel is to be completed at that Port.
The bulkheads (excepting in tween decks in way of W.T. doors) and tunnel in No 5 hold have been tested with good results.

The Surveyor should state the Number of Report and Name of any Sister Vessel. ✓
PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle ✓ 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 it should appear in the Register Book) *3 decks steel*
Official No. *Not given*; Signal Letters *✓* State if Machinery is fitted aft ✓
How are the surfaces preserved from oxidation? Inside *Paint* (Cement in bilge only) Outside *Paint*

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

Where fitted.	*Length.	Water Capacity.	Where fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>Tanks Nos 7 & 8</i>	<i>74-3"</i>	<i>158</i>	Fore peak tank,	<i>20-75</i>	<i>11.7</i>
Double bottom, under Engines and Boilers,	—	—	After peak tank,	<i>20-0</i>	<i>5.4</i>
Double bottom, if under Engines only, <i>Tank No 5</i>	<i>40-4"</i>	<i>17.3</i>	Deep tank <i>NO 1 (forward)</i>	<i>22-0</i>	<i>5.91</i>
Double bottom, if under Boilers only,	—	—	Deep tank <i>NO 2 (aft)</i>	<i>19-25</i>	<i>4.38</i>
Double bottom, forward, <i>Tanks Nos 1-2-3 & 4</i>	<i>192-6"</i>	<i>677</i>	Other tanks, if fitted,		
<i>Tank No 6 (aft) 22'-0" long. 82 tons. Fresh water</i>	Total capacity of double bottom <i>1000.81</i>	<i>1000.81</i>	(If necessary, furnish further information by sketch.)		

The wells are not to be included in the lengths of the tanks. *22'*
State whether the above have been tested as required by the Rules. *Yes*
Order for Special Survey No. *1935*
Date *19-9-23*
No. *290* in builder's yard.
DATES of Surveys held while building
1923. Dec. 18, 24. 1924. JAN. 7, 15, 23, 29. FEB. 1, 5, 11, 14, 19, 25. MARCH 11, 14, 18, 20, 25, 27. APRIL 1, 3, 7, 11, 15, 23, 24, 29. MAY 2, 5, 9, 13, 15, 20, 22, 27, 30. JUNE 3, 5, 9, 12, 16, 19, 24. JULY 1, 8, 16, 22. AUG. 5, 8, 12, 14, 18. SEPT. 1, 5, 9, 12, 14, 17, 22, 24, 26, 30. OCT. 1, 3, 7, 9, 13, 15, 17, 22, 24, 28, 30. NOV. 3, 10, 17, 18, 19, 20, 25, 28. DEC. 1, 3, 5, 9, 11, 12, 15, 18, 19, 22, 26, 30.
1925. JAN. 6, 7, 9, 12, 13, 16, 19, 20, 21, 23, 25, 27, 28.
Total No. of Visits *106*

The amount of Entry Fee £ *8 : 0 : 0*
Special £ *324 : 16 : 0*
Travelling Expenses, if any £ *10 : 0 : 0*
Fees applied for, 19 *125*
Received by me, *125*
Certificate to be sent to *London Hull*
Hull & Nov. 2/25.
State whether the Vessel has been built under Special Survey *Special Survey*
I am of opinion this Vessel should be Classed *+ 100 ft. Shelter deck with Freeboard*
With, or without Freeboard, as condition of Class *with Freeboard*
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 21 APR 1925*
Character assigned *+ 100 ft. (on Reg 79097) Shelter Deck with flr.*
Lloyd's Assoc. + dmb 4.25 Cl. Oil Engines SB-100th
Write Sps

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

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Number.	Diameter.	Inches.
Framing of $\frac{1}{2}$ L & R															
Frames in Bridge 'tween Decks															
Deck															
No. 1	6	3 1/2	40	6	3 1/2	36	6	3 1/2	40	6	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 2	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 3	8	3 1/2	40	8	3 1/2	36	8	3 1/2	40	8	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 4	7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 5	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 6	8	3 1/2	40	8	3 1/2	36	8	3 1/2	40	8	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 7	8	3 1/2	40	8	3 1/2	36	8	3 1/2	40	8	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 8	8	3 1/2	40	8	3 1/2	36	8	3 1/2	40	8	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 9	9	3 1/2	40	9	3 1/2	36	9	3 1/2	40	9	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 10	9 1/2	3 1/2	40	9 1/2	3 1/2	36	9 1/2	3 1/2	40	9 1/2	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 11	10	3 1/2	40	10	3 1/2	36	10	3 1/2	40	10	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 12	11	3 1/2	40	11	3 1/2	36	11	3 1/2	40	11	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 13	7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	7/8	5 1/2	6 dias = 5 1/2
" 14	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 15	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 16	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Spacing of Longitudinal Frames															
Amidships															
At Ends															
Double Bottoms															
Tank Top Longitudinals	8	3	40	8	3	38	8	3	40	8	3	38			
Bottom	8 1/2	3 1/2	40	8 1/2	3 1/2	40	8 1/2	3 1/2	40	8 1/2	3 1/2	40			
Amidships															
At Ends															
Transverses.															
In Bridge															
'tween Decks															
Depth and Thickness	18	38	18	38	18	38	18	38	18	38	18	38			
Face Angles	3 1/2	3 1/2	44	3 1/2	3 1/2	44	3 1/2	3 1/2	44	3 1/2	3 1/2	44			
Lugs to Shell	"	"	40	"	"	40	"	"	40	"	"	40			
In Awning, Shelter or Upper 'tween Decks.															
Depth and Thickness	24	50	24	50	24	50	24	50	24	50	24	50			
Face Angles	8 1/2	3 1/2	46	8 1/2	3 1/2	46	8 1/2	3 1/2	46	8 1/2	3 1/2	46			
Lugs to Shell	6	6	46	6	6	46	6	6	46	6	6	46			
In Hold.															
Brackets	"	"	46	"	"	46	"	"	46	"	"	46			
Spacing of Transverse Frames															
State if jogged or liners.															
Longitudinal Beams of															
Bridge Deck															
Upper	6	3	34	6	3	32	6	3	34	6	3	32			
Second	6 1/2	"	40	"	"	40	"	"	40	6 1/2	"	40			
Third	7 1/2	"	40	7 1/2	3	36	7 1/2	"	40	7 1/2	"	36			

The particulars of framing in peaks (if ordinary), floors, Centre Girders, Side Girders and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

5-1215. T.

Rpt. 9a.

Port of *Swanda* Continuation of Report No. 8521 dated *4.8.* on the

M.V. "RABY CASTLE"

Calcutta L.B. & C. Co. No 290.

Nº OF CERT.	LENGTH FATHOMS	DIAM. INCHES	TEST PER CERTIFICATE TONS	WEIGHT SUPPLIED TONS	PER RULE TONS	DESCRIPTION	MAKERS	WHERE & WHEN TESTED.
33442	15	2 1/2	91 1/8	127 1/2	38-3-7	37-3-14	Studd Link	R. S. H. & Co. Cradley Heath. 7-1-24. L.C. Seal.
33443	15	"	"	"	38-2-14	"	"	"
33444	15	"	"	"	37-3-21	"	"	"
33445	15	"	"	"	38-3-21	"	"	"
33446	15	"	"	"	38-1-14	"	"	"
33447	15	"	"	"	38-3-0	"	"	"
33448	15	"	"	"	38-3-0	"	"	"
33449	15	"	"	"	38-2-14	"	"	"
33450	15	"	"	"	38-2-21	"	"	"
33464	15	"	"	"	40-0-7	"	"	"
33467	15	"	"	"	38-2-7	"	"	"
33469	15	"	"	"	39-1-7	"	"	"
33540	40	"	"	"	232-0-7	227-1-0	"	" 23-8-1922 "

270 lbs 2 1/4. 697-2-0 682-1-0.

The following approved plans are forwarded herewith:—

Midship Section.	Fore Peak Transverses	W. T. Doors
Profile & Deck (2).	Bottom Strengthening.	Stairing Gear.
Stem Frame & Rudder.	Hatchways.	Engine Seating.
Shell Expansion.	Deep Tanks.	Midship Deck House.
Keel.	Bulkheads & Deep Tank.	Stairing House Docking Bridge
Fore End Framing	Pillars.	Saloon Deck House.
	Tunnel.	
	Limber Holes in way of Bilges.	

The Loging Reports & Steel Invoices are also forwarded.

J.H.