

State if Report is sent on the Machinery of the Vessel yes

No. 11967

Last Survey *WV* *29/6/1937*

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

State Type of Erections *Bridge & Forecastle*

Built at Belfast

Launched. 25/3/37 Yard No. 993

Builders *Messrs Harland & Wolff Ltd.*

Owners *The Union Castle Mail Steamship Co. Ltd.*

Managers

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

Residence 3, Fenchurch Street

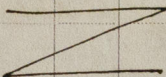
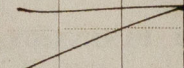
Londo

Port of Registry *London*
If surveyed while building, afloat, or in dry dock

while building, afloat & in dry dock.

2m.11.34. T.

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</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>50 x 42 port</i> <i>" x 34 starb.</i>	✓
" in 'tween Decks, Size and Spacing	<i>widely spaced</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>40 - 34</i>	✓
" " " " "	<i>as approved</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>30 at hatchway</i> <i>42 port</i> <i>32 starb. @ E.R. opening</i>	✓
" in Holds " "	<i>widely spaced</i>		Thickness of Plating within line of openings...	<i>34 - 32</i>	✓
" " " " "	<i>as approved</i> ✓		If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	<i>50 x 34</i> <i>38 x 30</i>	✓
Plating, thickness of			If Plated, state thickness.....	<i>.30</i>	✓
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>50 x 34</i> <i>38 x 30</i>	✓
Stringer Plate, breadth and thickness in Wells	<i>64" x 89" 64" x 44"</i>		If Plated, state thickness	<i>.30</i>	✓
" " " " in way of Bridge	<i>64" x 44" 50" x 44"</i>		Poop Deck.		
" Angle in Wells	<i>6 x 6 x 89 to 5 x 5 x 61 and 3 1/2 x 3 1/2 x 40 5/8</i> <i>61</i>	<i>44 see Bel. Lett 87/134</i> <i>see app'd</i>	Stringer Plate, breadth and thickness		✓
Thickness of Plating abreast Deck openings in way of Wells			Plating, Sheathing, material and thickness	<i>58 see Bel. Lett 87/134</i>	✓
Thickness of Plating abreast Deck openings in way of Bridge	<i>40 @ hatchway</i> <i>42 @ E.R. opening</i>	✓	Bridge Deck.		
Thickness of Plating within line of openings...	<i>44 - 38</i>	✓	Stringer Plate, breadth and thickness.....	<i>64 x 50</i>	✓
If Sheathed, material and thickness	<i>1 1/2" asphalt on wells</i>	✓	Plating, Sheathing, material and thickness	<i>42</i> <i>2 1/2" Oregon Pine</i>	✓
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>50 x 44 to 38 x 36</i>	✓	Stringer Plate, breadth and thickness.....	<i>36 x 38</i>	✓
			Plating, Sheathing, material and thickness	<i>36</i>	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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	60	.90	.81	.81		double	1"	4	✓	4	1	3 ³ / ₄	Lapped
" " <i>to way of Direct keel</i>	60	1.08				"	1 ¹ / ₈ "	4	✓	4	1 ¹ / ₈	4 ¹ / ₄	"
" DBLS. (if any)						"	"	"	✓	4	"	"	"
BOTTOM PLATING, No. of Strakes ... 371	.78 to .51 @ stem	.51	Increased to .69 at stem post and .79 at boss.	"	7 ⁷ / ₈ "	3 ¹ / ₂	✓	4	7 ⁷ / ₈	3 ¹ / ₂	"
BILGE PLATING, No. of Strakes 271	.51	.51		"	"	"	✓	4	"	"	"
SIDE PLATING, No. of Strakes 769	.48	.48		"	"	"	✓	4	"	"	"
UPPER DECK, Sheer-strake in Wells	69	.88	"	"		"	1"	4	✓	4	1	4	"
UPPER DECK, Sheer-strake in Bridge ...	"	.69	"	"		"	7 ⁷ / ₈ "	3 ¹ / ₂	✓	4	7 ⁷ / ₈	3 ¹ / ₂	"
STRAKE BELOW Sheer-strake in Wells	"	.77	"	"		"	1"	4	✓	4	1	4	"
STRAKE BELOW Sheer-strake in Bridge ...	"	.69	"	"		"	7 ⁷ / ₈ "	3 ¹ / ₂	✓	4	7 ⁷ / ₈	3 ¹ / ₂	"
POOP SIDE PLATING	No Roof					✓							
BRIDGE SIDE PLATING ...	84	.64				one strake in bridge side.	7 ⁷ / ₈ "	3 ¹ / ₂	✓	5	7 ⁷ / ₈		"
FOREC'TLE SIDE PLATING			.44			single	3 ³ / ₄ "	3	✓	1	3 ³ / ₄	2 ⁵ / ₈	"

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)					
,, Deck next below					
As per Rule					
STIFFENERS.					
	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD	<i>Frame 2 fwd.</i> Upper tween decks	*26	4½x3x34 L	30"	
"	" Second "	*30	5½x3x36 L	9	
"	" Third "	*34	6½x3x36 L	"	
"	" Holds	*43-38	8x3½x44 L	"	
COLLISION	(in Hold)	*54-40	8x3½x44 L	24"	
AFTER PEAK	" "	*43-33			6x3x40 L 24"

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				<i>Flat plate keel</i>
STEM				<i>Rolled M.S. 10½ x 27¼</i>
" Forefoot				<i>Cast steel F.H. Lloyd & Co., Ltd. Warrington</i>
STERN FRAME { Propeller Post }				<i>Cast as w.m. Beardmore & Co., Ltd.</i>
{ Rudder " }				<i>Steel approved & Co., Ltd.</i>
Speed of Vessel				<i>16 knots</i>
RUDDER—Type				<i>Ordinary</i>
" A × D Area				<i>193 sq. ft.</i>
" Diam. of head				<i>14⅜ w.m. Beardmore & Co., Ltd.</i>
" Mainpiece at top pintle				<i>w.m. Beardmore & Co., Ltd.</i>
" " heel				<i>castings flanges 12 H/2</i>
" how constructed				<i>Double plate electrically welded</i>
" double or single plate coupling, vertical or horizontal				<i>vertical</i>

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S.M. Open Hearth*
Colvilles Ltd., Steel Co. of Scotland Ltd., Consett Iron Co. Ltd., and
Lanarkshire Steel Co. Ltd.

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

Leave out 1/2 1/2

Iron Stream }
Chain or }
Steel Wire }

Boats Four 24.05 x 7.55 x 3.05 Steering Chains, Size and Test

Windlass *Stothert & Pitt.*

argo Hatchways.-(Upper Deck) *Steel plates & rolled sections, Reith patent* Thickness of Hatches *2 1/2" W.P.*

Size of No. 1 Hatchway (Forward) 20'-3" x 16'-0" No. 2 26'-3" x 16'-0" No. 3 23'-7 1/2" x 16'-0" No. 4 21'-0" x 16'-0" No. 5 21'-0" x 16'-0" No. 6

Shifting Beams and/or Fore and Afters *N^o 1, 3, 4 & 5 four shifting beams, N^o 2 five beams.*
No fore and afters.

Builder's Signature

DIRECTOR

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel yes
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo no The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Oil fuel, flash point above 150°F. , is carried in part of the double bottom tank, in deep tanks aft and at after end of the machinery space.

The vessel has been constructed in accordance with the approved plans and the Secretary's letters of various dates, and in general conformity with the Rules of the Society for the class contemplated. The materials and workmanship are good. The double bottom tanks, fore & after peak tanks, oil fuel bunkers, cofferdams and duct keel have been tested in accordance with the Rules with satisfactory results. The weather decks, watertight bulkheads, tunnel flat and sidelights have been satisfactorily hose tested. Steering gear, windlass, anchors, bilge pumps and watertight doors have been tried and found in order. The fireboards assigned to the vessel have been marked on the ship's sides, verified, cut in, and the Certificate and Certified Copy issued. The hold and tween decks and the forward part of the Bridge space are insulated for the carriage of refrigerated cargoes.

The amount of Entry Fee £ 10 : - : -

Fees applied for, 30th June 1927

(Special notations, where part of class, to be stated.)

Special Survey Fee.... £ 394: 18 : -
Freeboard 18 - -
 Travelling Expenses, if any £ : :
 Received by me, 21.7.37
 I am of opinion the Vessel should be Classed **✱ 100A1**

State whether the Vessel has been built under Special Survey yes Signature Cyril A. Townsend
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Belfast Office Date of issue 6/8/53

Committee's Minute

Character assigned

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

Write ~~At~~
" ~~yes~~

Lloyd arch
OZ.

+ Lumb. 6.37
oil exp. Cl.
D.B. - 100%

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Lloyd's Register
Foundation

W212-0126/212)

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.)

Sister vessel "ROCHESTER CASTLE" Belfast Report N^o 11940

A plan of Midship Section as built was forwarded with the above Report. The following forging or casting reports are forwarded herewith viz.

Sternframe

Quadrant

Rudder frame

Steering gear bevel and spur wheels

Rudder stock

Steering gear buffer springs.

Tiller

Forefoot

An Interim Certificate (B) has been issued to the Master, See copy attached

The following approved plans are forwarded with this Report:—

✓ Midship Section

✓ Framing and Bulkhead Profile

✓ Stiffening and Bottom Forward

✓ Sternframe

✓ Rudder

✓ Fore End Framing and Chain Locker

✓ Steel Decks

✓ After End Sections

✓ Section through Motor Room

✓ Oil Fuel Bunker amidships

✓ Channel Pillars and Web Frames in Motor Room

✓ Oil Fuel Bunkers aft

✓ Pillars and Girders

✓ Hatch Webs and Coamings

✓ Bridge End Bulkheads

✓ Pumping Plan

✓ Oil Fuel Air and Overflow System.

The following reference plans are also forwarded with this Report:—

✓ Amended Rudder Plan

✓ Amended After End Sections

✓ Section at frame 81 aft. (Part aft peak tank bulkhead)

✓ Amended Tunnel Escape and Companion (Part aft peak tank bulkhead)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 43-3-23 WH 6057 4.12.36 (Weight of head including pin) 48-0-19
	2nd " 42-3-14 WH 5815 17.7.36 " " " 47-0-10
	3rd " 42-3-5 WH 5834 24.7.36 " " " 47-0-1

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge 131.2 ft., Forecastle 47.8 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks 4 decks steel ✓

Official No. 165481 ; Signal Letters

Is bottom of vessel coated with cement *etc, except for N^o 144* not given

particulars of composition *none (Double bottom tanks arranged for oil fuel) except N^o 144* *O.B. tanks, N^o 1 water ballast, N^o 4 fresh water.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, frames 52a. to 23a.	76.1	232	Fore peak tank, frames 82 ft. to stem	23.2	46
Double bottom, under Engines and Boilers 23a to 1 ft	60.4	322	After peak tank, " 79a. to 88a.	20.6	126
Double bottom, if under Engines only, ✓			Deep tank, aft, ✓		
Double bottom, if under Boilers only, ✓			Deep tank, forward, ✓		
Double bottom, forward, frames 2 ft. to 82 ft.	198.0	560	Other tanks, if fitted, <i>Oil fuel bunkers</i> { 52a. & 69a. P. & S. 44.6 } 326		
	334.5	Total capacity of double bottom 1114		{ 18a. & 23a. P. 13.1 } 256	

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 862

Date 3rd June 1936

Dates of Surveys held while building

1936 May 12, 18, 21, 25, 26, 28 June 1, 3, 9, 12, 15, 18, 24 July 2, 22, 27, 29, 31 Aug 3, 6, 7, 10, 12, 14, 17, 20, 24, 27, Sept. 3, 8, 14, 17, 18, 22, 24, 28, 30, Oct 1, 4, 7, 8, 12, 13, 15, 17, 20, 22, 27, 29, 30 Nov 3, 5, 9, 10, 12, 13, 20
1937 Dec 1, 14, 16, 21 Jan 6, 8, 11, 12, 14, 16, 18, 19, 20, 22, 26, 28, 29 Feb 2, 4, 5, 8, 9, 10, 12, 15, 17, 19, 22, 24, 26
Mar 1, 3, 5, 8, 10, 11, 15, 17, 18, 20, 24, 25, 26, 31 Apr 1, 6, 12, 23 May 4, 7, 10, 11, 27, 28 June 1, 7, 13, 29

Total No. of Visits 115