

STEEL STEAMER or MOTORSHIP.

Received at London Office..... 11 JUL 1928

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 26th June 1928.

Port of GREENOCK.

No. 18926.

Survey held at PORT GLASGOW.

Date First Survey 25th April 1924 Last Survey 25th June 1928.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW STEAMER "CAPE ST GEORGE"

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

State Type of Erections POOP BRIDGE & FEEL.

TONNAGE under 4789.14
Tonnage Deck...

CLASS + 100.A.1.

State if with freeboard (as condition of Class) No

Built at PORT 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 404.75

Breadth (greatest moulded) B 53.3

Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 29.00

Launched MAY 9th 1928 Yard No. 382.

Builders ROBERT DUNCAN & CO LTD

Owners SUN SHIPPING CO LTD

Managers COTTS (MITCHELL) & CO.
(Where necessary to be entered in Reg. Book.)

Residence LONDON.

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT.

REGISTERED DIMENSIONS.

Length 407.0
Breadth 53.5
Depth 26.75

Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.00

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.95

Do. Long Bridge to top of keel 11.08

Draught Moulded TOP OF KEEL 24.534

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	30"		Bracket Floors, Frame	8 3/2 47	
" " from 1/2 length to Collision bulkhead	27"		" " Reversed Frame	7 1/2 3 47	
" " in peaks	24"		" " Vertical Struts	7 1/2 3 47	
IDE FRAMING.			Centre Girder, depth and thickness amidships	40 52	
Frame Amidships, Angle, E or F	10 3 1/2 42		" " top Angles	3 1/2 3 1/2 50	
" " Extends up to	2 ND Dk		" " bottom Angles	4 4 56	
Reversed Frame Amidships, Angle	BA FRAMING		Side Girders, No. each side and thickness	ONE @ 38	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	45 51	
Depth of Framing Girder	10		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 44	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	7 1/2 3 1/2 37		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	3 1/2 3 1/2 44	
" " Second 'tween Decks, Angle, E or F	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	EVERY 2 ND	SCANTLING AS.
" " Third " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	EVERY FRAME	PER APP PLAN.
Framing in Peaks, Angle or F	7 1/2 3 38		Tank Side Brackets, height above base line at toe of Frame and thickness	62 1/2 44	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/8 ABOUT 5/4		INNER BOTTOM PLATING.		
State if Frame Joggled	YES		Breadth and thickness of Middle Line Strake	73 x 48	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	WEB FRAMES SYSTEM. 3 WEB FRAMES 3 SIDE STRINGER 2 EXTRA INTERCOSTALS PLATING & FRAMES FOR AS PER RULEY APPROVED PLAN		Thickness of remainder in Holds	43	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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, INCREASED OVER RULE REQUIREMENTS	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	9 3 1/2 47	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or F	10 1/2 3 1/2 46	
Middle Line Keelson, on Floors, Angles, E or F			Spacing	30	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, E or F	11 3 1/2 45	
" " Foundation Plate on Floors			Spacing	30	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or F		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, E or F		
" " Angles			Spacing		
DOUBLE BOTTOM.			POOP Deck, Angle, E or F	7 3 42	
Solid Floors, thickness and spacing	40 EVERY 3 RD		Spacing	30	
" " Are Frame and Reversed Frame joggled?	YES		Bridge Deck, Angle, E or F	8 1/2 3 45	8 1/2 x 3 x 48
Bracket Floors, breadth and thickness at middle line	43 x 40		Spacing	30	
" " breadth and thickness at margin plate	54 x 40		Forecastle Deck, Angle, E or F	8 3 41	8 x 3 x 42
			Spacing	27	

* NEW BRITISH STANDARD.

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	CENTRE LINE B ND		Stringer Plate, breadth and thickness in way of Bridge	81 x 36
" in 'tween Decks, Size and Spacing	WITH REINFORCED HATCH		Thickness of Plating abreast Deck openings in way of Wells	35
" " " " "	SIDE HATCH END		Thickness of Plating abreast Deck openings in way of Bridge	32
" in Holds	BEAMS		Thickness of Plating within line of openings	32-30
" " " " "			If Sheathed, material and thickness	NOT SHEATHED
Centre Line Bulkhead.			Third Deck.	
Stiffeners and Spacing	* 10 3/4 x 48 BA SPACED 5'0"	APP 10 3/4 x 56 BA	Stringer Plate, breadth and thickness	
Plating, thickness of	30		If Plated, state thickness	
STRINGERS AND DECK.			Fourth Deck.	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	
Stringer Plate, breadth and thickness in Wells	84 x 92	(R.F.P.A.)	If Plated, state thickness	
" " " " " in way of Bridge	84 x 39		Poep Deck.	
" Angle in Wells	6 6 92		Stringer Plate, breadth and thickness	35 x 34
Thickness of Plating abreast Deck openings in way of Wells	58		Plating, Sheathing, material and thickness	26 SHEATHED 3" PP
Thickness of Plating abreast Deck openings in way of Bridge	35		Bridge Deck.	
Thickness of Plating within line of openings	40 4/5 APPROVED		Stringer Plate, breadth and thickness	75 x 55 APP 50
If Sheathed, material and thickness	NOT SHEATHED		Plating, Sheathing, material and thickness	47 23 NOT SHEATHED APP 42-38
Second Deck.			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells	81 x 37		Stringer Plate, breadth and thickness	34 x 34
			Plating, Sheathing, material and thickness	34 NOT SHEATHED APP 28 SHEATHED

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.				
	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				BUTTS.				
	AMIDSHIPS.	FORWARD.	AFT.		State if Joggled?	NO.	NO. OF ROWS OF RIVETS.	NO. OF ROWS OF RIVETS.	STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.	Single or Double.	Rivets.	Diam.	Spacing or to cr.	
FLAT PLATE KEEL	49	77	67	67	DOUBLE	1"	3 3/4	QUAD	1" 4" LAPPED
" Base (if any)									
BOTTOM PLATING, No. of Strakes	THREE	62	59	50		7/8	3 1/2	TREBLE	7/8 3 1/2
BILGE PLATING, No. of Strakes	ONE	62	46	53		"	"	"	3 1/2
SIDE PLATING, No. of Strakes	THREE	62	44	49		"	"	"	"
UPPER DECK, Sheer-strake in Wells	50		76	86		1"	3 3/4	QUAD	1" 4"
UPPER DECK, Sheer-strake in Bridge	50	62				7/8	3 1/2	TREBLE	7/8 3 1/2
STRAKE BELOW SHEER-strake in Wells	64		66	72		"	"	"	"
STRAKE BELOW SHEER-strake in Bridge	64	62				"	"	"	"
POOP SIDE PLATING				38	SINGLE	3/4	3	SINGLE	3/4 2 5/8
BRIDGE SIDE PLATING		60			DOUBLE	7/8	3 1/2	QUAD	7/8 3 1/2
FORECASTLE SIDE PLATING			40		SINGLE	3/4	3	SINGLE	3/4 2 5/8

WATERTIGHT BULKHEADS.

WATERTIGHT BULKHEADS.					FORGINGS AND CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—					Casting or Forging.				
Extending to Upper Deck (Sec. 8 c)	SIX				KEEL, Bar	FLAT PLATE KEEL			
" Deck next below	NONE				STEM	9 3/8 x 2 1/2 ROLLED BAR			
As per Rule	SIX				STERN FRAME	Propeller Post FORGING 10 1/2 x 7 3/8 SKODA WKS.			
					" Rudder	9 x 7 3/8 LT			
					RUDDER—A X D	44 4 3/4			
					Speed of Vessel	UNDER 12 KNOTS.			
					RUDDER mainpiece at head	10 SKODA WKS.			
					" " heel	7 1/2 LT			
					" how constructed	FORGED ARMS & MAINPIECE			
					" double or single plate	SINGLE 1-10			
					" coupling, vertical or horizontal	VERTICAL			
MIDSHIP BULKHEAD, Upper tween decks	27	5 1/2 x 30	32"						
" " Second "									
" " Third "									
" " Holds	48-30	12 1/2 x 30	32"						
COLLISION " (in Hold)	31-30	12 1/2 x 40	24"	2 SEMI-BOX BEAMS					
AFTER PEAK " "	46-30	12 1/2 x 40	24"	TUNNEL RECESS					

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (OPEN HEARTH PROCESS)
	DUNLOP, COLVILLE, BEARDMORE, LAMARKSHIRE, CONSETT, SKINNINGGROVE, STEEL CO. OF SCOTLAND.
	Has the Steel been tested as required by the Rules? YES

EQUIPMENT No. 35363

LETTER Z

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
30926	1st Bower	61 0 7	Stockless	44 0 2 14	63 1/4	Byers Improved Stockless	NOT STATED	Swanland, 5/28, J.H. Bayler
30923	2nd "	61 0 0	"	48 17 2 0	63 1/4	"	"	" 3/28
30916	3rd "	61 0 0	"	48 17 2 0	54 1/2	"	"	"
43235	Stream	17 3 0	4 2 8	18 16 1 0	17 1/2	Ony 160 W.I. Anchor	RYNES & SON LTD	CRADLEY HEATH 30/4/28 L. E. PAUL

CHAIN CABLES.

HAWERS 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.	Stain- lory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Cr.		Length.	Cr.		
	Fathoms.	Ins.	Tons.	Ins.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				TOWLINE—	Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
31435	240	2 1/4	9 1/8	127 1/2	617	3	21	682 1/4		270	2 1/4	STADLINE	RYNES & SON	CRADLEY HEATH 30/4/28 L. E. PAUL	HAWKERS & WARPS	120	5	73	120	5	
40687	30	2 1/4	9 1/8	127 1/2	75	3	7					"	"	"			2090	2 1/2	15 1/2	2090	2 1/2
Iron Steam Cableworks Steel Wire	90	4 3/4		47							90	4 3/4						2090	2 1/2	12 1/2	2090

Steering Gear, Steam **HASTIE'S TELE MOTOR CONTROL** Steering Gear, Hand **RELIEVING JACKLE FROM AFTER WINCH.**

Boats **2 LIFEBOATS @ 21' x 4' ONE DINGHY 12' 2' DO 27'** Steering Chains, Size and Test **✓** Steam Windlass **CLARKE, CHAPMAN & CO.**

Ceiling in Holds, thickness and material **2 1/2 W.P. OVER BILGE & UNDER HATCHES** Cargo Battens, thickness, material and spacing **6 x 2 W.P. SPACED 9" APART**

BRIDGE **3" SOLID ON UPPER DECK**

Cargo Hatchways—(Upper Deck) **30" x 44 COAMINGS** Thickness of Hatches **2 1/2** " " **BRIDGE** "

Size of No. 1 Hatchway (Forward) **27' x 19'** No. 2 **30' x 19'** No. 3 **25' x 19'** No. 4 **32' x 19'** No. 5 **32' x 19'** No. 6 **✓**

Number of Shifting Beams **Nos 1, 4 & 5 = 55 SHIFTING BEAMS: Nos 2 & 3 = 4 SHIFTING BEAMS.**

Builder's Signature **Robert Duncan & Co. Ltd**
for Atelly

GENERAL DECLARATION This vessel has been built in accordance with the approved plans and in general conformity with the Society's rules for the class contemplated.

The workmanship is good and the materials used in the vessels construction are also good.

The freeboard has been verified and the marks cut in on the vessels sides.

The double bottom tanks, after peak tank and the fore peak have been tested to rule requirements & found satisfactory.

The weather decks, W.T. bulkheads and tunnel were hose tested and found satisfactory.

The amount of Entry Fee £ 9 : 0 : 0 Fees applied for, 26th JUNE 1928

Special Survey Fee £ 327 : 16 : 0 Received by me, 27th JUNE 1928

FREEBOARD. 10 : 1 : 8

Travelling Expenses, if any £ :

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

State whether the Vessel has been built under Special Survey **YES**

Certificate to be sent to **GREENOCK OFFICE** Date of issue **19/7/28**

Signature **Kenneth Inglis**
Surveyor, Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 3 - JUL 1928**

Character assigned **+100A**

6.28 WJM

Lloyd's Assoc.

FLM.C. 6.28.F.D.

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.)

This vessel is a sister vessel of the S.S. CAPE ST ANDREW R. DUNCAN & Co's No 381 & Greenock first entry report No. 18856.

The following plans are herewith enclosed.

Midship Section.

Profile & Deck plans.

Rudder & Stern frame

Pumping arrangement.

Amended hatch end beams & side coamings at No 2 & 5 hatches.

Stiffening at Bridge ends.

Amended sketch of gussets & margin connections.

Second deck in way of Engine & Boiler casing.

Watertight bulkheads & tunnel.

Tiller

Stiffening at fore & after ends & Landing arrangements.

Plans of Midship Section & Profile & decks of vessel as built are also enclosed together with the forging reports of stern frame, rudder frame & tiller.

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

1st Bower 35.1.23 : J.L. : 6945 : 30/3/28
2nd „ 36.1.8 : M.B. : 3556 : 8/3/28
3rd „ 35.2.16 : J.L. : 6924 : 24/3/28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36.75 ft., R.Q.D. ✓ ft., Bridge 24.25 ft., Forecastle 33.5 (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 Dks (Stl.)

Official No. 160,514. ; Signal Letters

Is bottom of Vessel coated with cement YES. if not

particulars of composition SHELL PLATING IN DOUBLE BOTTOM ENTIRELY COVERED WITH CEMENT.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	135	500	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	22.5	112	Deep tank, aft,		
Double bottom, if under Boilers only, 17'-6" DRY TANK	176	62.8	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	1240			

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 3212

Date

14th March 1924

Dates of Surveys held while building

(1924) April 25 May 30 June 4 9 14 July 24 Sept 29 Oct 3 4 5 10 13 14 14 20 21 25 Nov 2 8 9 11 15 14 22 29 30
Dec 6 13 21 23 24 29 (1928) Jan 11 16 19 24 31 Feb 6 9 16 14 21 22 24 24 28 Mar 2 6 8 12 16 20 22 26 29
April 3 5 9 11 24 May 4 9 June 25

Total No. of Visits

Rpt. 4