

Shelter Deck,

STEEL STEAMER.

No. 28433.

Shelter Deck.

State if Report is also sent on the Machinery of the Vessel *Yes*

Port of *SUNDERLAND*

Date of completion of Report *10 October 1922* Received at London Office

Survey held at *SUNDERLAND*

Date, First Survey *18 May 1920*

Last Survey *10 October 1922*

19 *22*

On the (State if Single, Twin, or Triple Screw) *STEEL SINGLE SCREW S.S.*

"SANDGATE CASTLE" Rig *SCHOONER*

TONNAGE under Tonnage Deck... *5353.43*

CLASS *100 A1*

FEET.

Master

Do. between Tonnage Dk. and 3rd, 4th, or Awaiting Dk. *1678.46*

Breadth (greatest moulded) *56.00*

33.62

Year of Appointment

(1) As Master in service of owner of present vessel:—
(2) As Master of this vessel:—

Total under Upper Dk. *7062.39*

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *94.62*

8.00

Built at *SUNDERLAND*

Do. of Poop

Deduct height of 'tween deck when this does not exceed 8ft.

86.62

When built *1922*

Launched *Dec. 23rd 1920*

Do. of R. Qr. Dk.

Transverse Number

424.75

By whom built *Messrs SHARP BROS & CO*

Do. of Forecastle

Length on deck from fore part of stem to after part of sternpost

367.91

Owners *THE UNION CASTLE MAIL STEAMSHIP CO. LTD.*

Do. of Houses on Deck

Longitudinal Number

17.96

Managers

Do.

Do. of excess of Hatchways

Depth "d" at middle of length. See Secs. 2 & 13...

10.99

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

Do. above Crown of Engine Room

Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel

13.87

Residence *304 Fenchurch Street, LONDON E.C.*

Gross Tonnage

Upper Deck at side to top of keel

13.87

Port belonging to *LONDON*

Less Crew Space

Upper Deck at side to top of keel

13.87

Less above Crown of Engine Room

Upper Deck at side to top of keel

13.87

Less Navigation Spaces

Upper Deck at side to top of keel

13.87

Register Tonnage as cut on Beam

Destined Voyage *TYNE*

Surveyed while Building, Afloat, in Dry Dock *UNDER SPECIAL SURVEY*

LENGTH on Deck as per Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL Do.	Ft.	Ins.	No. of Decks with flat laid	No. of Tiers of Beams
<i>424</i>	<i>9</i>		<i>56</i>	<i>0</i>		<i>36.45</i>	<i>5</i>	<i>5</i>	<i>Two and Shelter</i>	<i>Two and Shelter</i>

Dimensions of Ship per Register, Length <i>425.5</i> breadth <i>56.35</i> depth <i>28.45</i>	Upper Deck.	Moulded depth, ft. <i>36</i> ins. <i>7 1/2</i> To <i>Shelter Dk.</i>	Moulded depth, ft. <i>30</i> ins. <i>7 1/2</i> To <i>Upper Dk.</i>	Round up of Uppermost Dk. Beam, Actual <i>17 1/2</i> ins.
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FRAMING.				PILLARS.			
FRAME, Angle, or E or L Bars, amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS, In 'tween Deck, size and spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.
Do. in peaks	<i>8 1/2</i>	<i>3 1/2</i>	<i>44</i>	" Hold	<i>6 1/2</i>	<i>50</i>	<i>70</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	" Quarter, 'tween Dks.,	<i>6 1/2</i>	<i>54</i>	<i>76</i>
" at intermdt. Bkts.	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	" in Hold	<i>6 1/2</i>	<i>54</i>	<i>76</i>
Spacing of Frames from centre to centre amidships	<i>24</i>	<i>24</i>	<i>24</i>	KEELSONS AND STRINGERS.			
" length to collision bulkhead	<i>24</i>	<i>24</i>	<i>24</i>	CENTRAL KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate			
" of Frames from centre to centre in peaks	<i>24</i>	<i>24</i>	<i>24</i>	" Rider Plate			
REVERSED FRAME, Angles				" Flat Keel Plate Angles			
Do. in way of Double bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	" Horizontal Plates on Floors			
" at intermdt. Bkts.	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	" Angles or Bulb Angles	<i>CELLULAR</i>	<i>DOUBLE</i>	
FRAMING, depth of girder				SIDE KEELSONS, Number			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<i>CELLULAR</i>	<i>DOUBLE</i>		" Angles or Bulb Angles	<i>BOTTOM</i>	<i>DOUBT</i>	
" in way of Engine and Boiler spaces	<i>CELLULAR</i>	<i>DOUBLE</i>		" Plate above floors, for length			
" thickness at the ends of vessel	<i>CELLULAR</i>	<i>DOUBLE</i>		" Intercoastal Plate, for length			
" depth at 1/2 the half-bdth. as per Rule	<i>BOTTOM</i>	<i>DOUBT</i>		" Attached to outside plating with Angle			
" height extended at the Bilges	<i>CELLULAR</i>	<i>DOUBLE</i>		BILGE KEELSON, Angles			
FLOORS, in Cell Double Bottoms	<i>44</i>	<i>52</i>	<i>60</i>	" Intercoastal Plate, for length	<i>15 1/2</i>	<i>50</i>	<i>10 50</i>
" state if flanged (top and bottom)	<i>44</i>	<i>52</i>	<i>60</i>	" Attached to outside plating with Angle	<i>6 1/2</i>	<i>50</i>	<i>6 4 50</i>
" spacing of Solid	<i>44</i>	<i>52</i>	<i>60</i>	SIDE STRINGERS, Number			
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss	<i>44</i>	<i>52</i>	<i>60</i>	" Angle	<i>CELLULAR</i>	<i>DOUBT</i>	
" Angles, Top	<i>44</i>	<i>52</i>	<i>60</i>	" Intercoastal Plate, for lng.	<i>CELLULAR</i>	<i>DOUBT</i>	
" Bottom	<i>44</i>	<i>52</i>	<i>60</i>	" Attached to outside plating with Angle	<i>CELLULAR</i>	<i>DOUBT</i>	
" to Floors	<i>44</i>	<i>52</i>	<i>60</i>	Shelter or Shelter Deck Stringer Plates, breadth and thickness	<i>5 1/2</i>	<i>50</i>	<i>55 56</i>
" Brackets at intermdt. frmg., width & thcknss	<i>44</i>	<i>52</i>	<i>60</i>	" Angle on ditto	<i>6 1/2</i>	<i>50</i>	<i>6 6 50</i>
SIDE GIRDERS, number and thickness	<i>44</i>	<i>52</i>	<i>60</i>	" Tie Plates, fore and aft, outside Hatchways	<i>PLATING</i>	<i>INCREASED</i>	<i>40</i>
" state if flanged (top & bottom)	<i>44</i>	<i>52</i>	<i>60</i>	" Deck * Iron or Steel, for full lng.	<i>NO WOOD</i>	<i>DECK LAID</i>	
" Angles	<i>44</i>	<i>52</i>	<i>60</i>	" Wood Deck, Material & thickness	<i>NO WOOD</i>	<i>DECK LAID</i>	
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>44</i>	<i>52</i>	<i>60</i>	Upper Deck Stringer Plate, breadth and thickness	<i>57</i>	<i>44</i>	<i>57 44</i>
" Angles to outside plating	<i>44</i>	<i>52</i>	<i>60</i>	" thickness	<i>3 1/2</i>	<i>48</i>	<i>3 1/2 48</i>
" to floors	<i>44</i>	<i>52</i>	<i>60</i>	" Angles on ditto, No.	<i>ONE</i>	<i>INCREASED</i>	<i>38</i>
" Brackets at intermdt. frmg., width & thcknss	<i>44</i>	<i>52</i>	<i>60</i>	" Tie Plates, outside Hatchways	<i>PLATING</i>	<i>INCREASED</i>	<i>38</i>
Height of Brackets above at bilge	<i>44</i>	<i>52</i>	<i>60</i>	" Deck * Iron or Steel, for full lng.	<i>NO WOOD</i>	<i>DECK LAID</i>	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>44</i>	<i>52</i>	<i>60</i>	" Wood Deck, Material & thickness	<i>NO WOOD</i>	<i>DECK LAID</i>	
" thickness in Engine and Boiler space	<i>44</i>	<i>52</i>	<i>60</i>	Second Deck Stringer Plates, br'dth & thckn's	<i>59</i>	<i>40</i>	<i>59 40</i>
" Remainder in Holds	<i>44</i>	<i>52</i>	<i>60</i>	" Angles on ditto, No.	<i>ONE</i>	<i>INCREASED</i>	<i>34</i>
BEAMS, Awaiting Shelter Dk., Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>44</i>	<i>52</i>	<i>60</i>	" Tie Plates, outside Hatchways	<i>PLATING</i>	<i>INCREASED</i>	<i>34</i>
" Spacing	<i>44</i>	<i>52</i>	<i>60</i>	" Deck * Material and thickness	<i>NO WOOD</i>	<i>DECK LAID</i>	
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>44</i>	<i>52</i>	<i>60</i>	Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness	<i>57</i>	<i>44</i>	<i>57 44</i>
" Spacing	<i>44</i>	<i>52</i>	<i>60</i>	" Angles on ditto, No.	<i>ONE</i>	<i>INCREASED</i>	<i>34</i>
BEAMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>44</i>	<i>52</i>	<i>60</i>	" Tie Plates, outside Hatchways	<i>PLATING</i>	<i>INCREASED</i>	<i>34</i>
" Angles on upper edge	<i>44</i>	<i>52</i>	<i>60</i>	" Deck, Material and thickness	<i>NO WOOD</i>	<i>DECK LAID</i>	
" Spacing	<i>44</i>	<i>52</i>	<i>60</i>	Poop Deck Stringer Plate, breadth & thickness	<i>55</i>	<i>56</i>	<i>55 56</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>44</i>	<i>52</i>	<i>60</i>	" Angles on ditto	<i>6 1/2</i>	<i>50</i>	<i>6 6 50</i>
" Angles on upper edge	<i>44</i>	<i>52</i>	<i>60</i>	" Tie Plates	<i>PLATING</i>	<i>INCREASED</i>	<i>40</i>
" Spacing	<i>44</i>	<i>52</i>	<i>60</i>	" Deck, Material and thickness	<i>NO WOOD</i>	<i>DECK LAID</i>	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>44</i>	<i>52</i>	<i>60</i>	Bridge Deck Stringer Plate, br'dth & thickness	<i>59</i>	<i>40</i>	<i>59 40</i>
" Angles on upper edge	<i>44</i>	<i>52</i>	<i>60</i>	" Angle on ditto	<i>6 1/2</i>	<i>50</i>	<i>6 6 50</i>
" Spacing	<i>44</i>	<i>52</i>	<i>60</i>	" Tie Plates	<i>PLATING</i>	<i>INCREASED</i>	<i>40</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	<i>44</i>	<i>52</i>	<i>60</i>	" Deck, Material and thickness	<i>NO WOOD</i>	<i>DECK LAID</i>	
" Angles on upper edge	<i>44</i>	<i>52</i>	<i>60</i>	Forecastle Deck Stringer Plate, br'dth & th'kns	<i>47</i>	<i>30</i>	<i>47 30</i>
" Spacing	<i>44</i>	<i>52</i>	<i>60</i>	" Angle on ditto	<i>3 1/2</i>	<i>44</i>	<i>3 1/2 44</i>
	<i>44</i>	<i>52</i>	<i>60</i>	" Tie Plates	<i>PLATING</i>	<i>INCREASED</i>	<i>30</i>
	<i>44</i>	<i>52</i>	<i>60</i>	" Deck, Material and thickness	<i>NO WOOD</i>	<i>DECK LAID</i>	

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

[illegible]

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.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Number.	Diameter.	
																		Inches.	
Framing of 主, L 主		7	3 1/2	40				7	3 1/2	40				7/8	5 1/4	5 1/4	5	7/8	
Frames in Bridge 'tween Decks (2)		7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	7/8	5 1/4	5 1/4	5	7/8	
Frames from Uppermost Continuous Deck		8	3 1/2	40	8	3 1/2	40	8	3 1/2	40	8	3 1/2	40	7/8	5 1/4	5 1/4	5	7/8	
		8	3 1/2	50	8	3 1/2	50	8	3 1/2	50	8	3 1/2	50	7/8	5 1/4	5 1/4	5	7/8	
		10	3 1/2	44	10	3 1/2	44	10	3 1/2	44	10	3 1/2	44	7/8	5 1/4	5 1/4	6	7/8	
		10	3 1/2	48	10	3 1/2	44	10	3 1/2	44	10	3 1/2	44	7/8	5 1/4	5 1/4	6	7/8	
		10	3 1/2	56	10	3 1/2	44	10	3 1/2	48	10	3 1/2	44	"	4 1/8 for 10 rivets on each side	8	7/8		
		11	3 1/2	48	10	3 1/2	44	10	3 1/2	56	10	3 1/2	44	"	Do.	8	"		
		11	3 1/2	54	10	3 1/2	52	11	3 1/2	48	10	3 1/2	52	"	3 1/2 for 10 rivets on each side	8	"		
		11	3 1/2	62	11	3 1/2	50	11	3 1/2	54	10	3 1/2	52	4 1/8	Do.	9	"		
		11	3 1/2	66	11	3 1/2	62	11	3 1/2	62	11	3 1/2	50	"	Do.	9	"		
		8	3 1/2	40	11	3 1/2	58	8	3 1/2	40	11	3 1/2	58	5 1/4	Do.	9	"		
					11	3 1/2	62				11	3 1/2	62	"	3 1/2 for 4 rivets on each side	6	"		
					11	3 1/2	62				11	3 1/2	62	"	Do.				
														"	Do.				
														"	Do.				
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends								
		30 to 36						30 to 36											
Double Bottoms 主, L 主		9	3 1/2	48	9	3 1/2	44	9	3 1/2	48	9	3 1/2	44	7/8	5 1/4	4 1/8 for 4 rivets on each side			
		9	3 1/2	54	9	3 1/2	54	9	3 1/2	54	9	3 1/2	54	7/8	5 1/4	3 1/2 for 4 rivets on each side			
Spacing of Longitudinals		30			21" at fore end			30			21" at fore end								
Transverses.																			
In Bridge 'tween Decks		✓	14	38				14	38					Rivets in Lugs to Shell Diam. Speng					
		7	3 1/2	54				7	3 1/2	54									
		3 1/2	3 1/2	38				3 1/2	3 1/2	38									
In Awning, Shelter or Upper 'tween Decks.		✓	15	40				15	40					7/8	4 1/8	✓			
		9	3 1/2	48	9	3 1/2	48	9	3 1/2	48	9	3 1/2	48						
		3 1/2	3 1/2	38	3 1/2	3 1/2	38	3 1/2	3 1/2	38	9	3 1/2	48						
In Hold.		✓	18	40	26 1/2	50	26 1/2	50	26 1/2	50	26 1/2	50	26 1/2	50	7/8	4 1/8	✓		
		9	3 1/2	50	9	3 1/2	50	9	3 1/2	50	9	3 1/2	50						
		3 1/2	3 1/2	40	3 1/2	3 1/2	40	3 1/2	3 1/2	40	3 1/2	3 1/2	40						
		6	6	46	6	6	46	6	6	46	6	6	46						
Spacing of Transverse Frames		11'-0" to 13'-0"						11'-0" to 13'-0"											
* State if joggled or liners.																			
Longitudinal Beams of 主, L 主		7	3	34				7	3	34				spacing.		In Ships.	As approved.		
		7	3	36	7	3	36	7	3	36	7	3	36			11 x 40	7 x 3 1/2 x 54		
		8	3	37 1/2	8	3	40	8	3	37 1/2	8	3	36			11 x 40	9 x 3 1/2 x 50		
		8	3	44	8	3	44	8	3	44	8	3	44			12 x 40	9 x 3 1/2 x 60		
		8	3	44	8	3	44	8	3	44	8	3	44			43 to 45			
</																			



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EQUIPMENT No. 40686										LETTER 34		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.				
55765	1st Bower	✓ 75	0	0	Provision	56	5	✓ 9	0	69	0	0	Spence & Sons	S. Taylor & Son Ltd.	Tipton	23-12-20.	W. A. Dwyer	
55767	2nd "	✓ 74	0	14	Do.	55	15	✓ 0	0	69	0	0	Do.	Do.	Do.	23-12-20	Do.	
55766	3rd "	✓ 64	0	21	Do.	50	12	✓ 2	0	69	0	0	Do.	Do.	Do.	23-12-20	Do.	
	Collective weight	213	1	7						207	0	0						
26358	Stream	✓ 21	2	14	5	1	7	21	14	✓ 1	14	20	2	0	Common	S. Taylor & Son Ltd.	Do.	16-12-20 - L. HANNEY
26359	Kedge	✓ 9	1	0	2	1	14	11	6	✓ 3	14	9	0	0	Do.	Do.	16-12-20.	Do.

If Patent state Name of Patentee

U.S. Steel & Wire Mechanical Co.

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

1st Bower
2nd "
3rd "

NO DROP TESTS FORGED IN HOT STEEL HEADS

CHAIN CABLES.

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.	Fathoms and size per Table 31.	
	Length.	Diam.		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.
13261	300	2 3/8	10 1/2	142 1/2	844.1.7	844.1.0	300	2 1/2	300 Link S. Taylor & Son Ltd. 18.12.20. L. HANNEY	TO WIRE	130	5 1/2	71	130	5 1/2
	120	5	59				100	5		HAWSESWARPS	2 or 100	3 3/4	15 1/2	2 or 100	2 3/4
											2 or 100	3 3/4	15 1/2	2 or 100	8"

Boats 4 LIFEBOATS 26'0" x 8'0" x 3'3" AND 2 COTTEN 18'0" x 6'0" x 2'3"
Pumps, Number Two 6" DOWNYON PUMPS AND ONE 5" HAND PUMP TO FORE PEAK TANK
Windlass is CLARK CHAPMAN & CO. LTD.

Steering Gear, Steam

J. HASTIE & CO. LTD.

Steering Gear, Hand

QUADRANT INDICATOR IN USE AND EFFICIENT REWINDING TACKLES FITTED. YES

Engine Room Skylights.—How constructed? OF STEEL

What arrangements for deadlights in bad weather? STEEL PLATES AND BULLS EYE.

Coal Bunker Openings.—How constructed? OF STEEL

How are lids secured? CLEATS AND BATTENS Height above deck? 30"

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 10 SCUPPERS EA. SIDE. 18 FREEING PORTS EA. SIDE.

Cargo Battens, thickness and material 7/2" W. WOOD EXCEPT IN SHELTER 'TWIN DECK

Ceiling in Holds, thickness and material 2 1/2" PINE WITH 2" AIR SPACE

Hatches, If strong and efficient? YES

Cargo Hatchways.—How formed? OF STEEL. USUAL CONSTRUCTION

No. 3 Hatch 12'0" x 18'0" No. 4 Hatch 24'0" x 18'0"

State size No. 1 Hatch (Forward) 23'6" x 18'0"

No. 2 Hatch 33'0" x 18'0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 4 WEBS TO NO. 6 HATCH — NO FORE AND AFTERS

No. of Breasthooks 10 AND DECK No. of Crutches DECK PLANK

Bulwarks, height above deck and description 42" — 3/4" STEEL PLATE

Main Rail and Stays, material and size MAIN RAIL 6" x 3" x 40' 3" ANGLE STAYS 6" x 3" x 40' 0" ANGLE

The foregoing is a correct description

Surveyor's Signature J. S. Atchard

Builder's Signature (there only) Genl. & Mott.

Correspondence.—State dates and initials of letters respecting this case (No. 40686) should be made in any correspondence connected with the case

Workmanship. Are the butts of plating planed or otherwise fitted? PLANED AND OVERLAPPED

Is the riveted work properly closed? YES

Are the liners between the frames and plates solid single pieces? 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

to plate, &c., conform well to each other? YES

Are the rivets break into or through the seams or butts of the plating? A FEW

from the faying surfaces? YES

Do any rivets break into or through the seams or butts of the plating? A FEW

Are the butts of Plating, Stringers, &c., properly shifted and strapped? YES

State results of tests SATISFACTORY

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? YES

State results of tests SATISFACTORY

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? YES

General Remarks (State quality of workmanship, &c.) THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE ADAPTED PLANS, THE

SECRETARY'S LETTERS DATED AS STATED ABOVE AND OTHERWISE IN ACCORDANCE WITH THE RULES FOR THE CLASS CONTEMPLATED

THE MATERIALS AND WORKMANSHIP ARE GOOD.

THE DOUBLE BOTTOM, PEAKS AND DEEP TANK HAVE BEEN TESTED FOR THE CARRIAGE OF OIL FUEL FOR THE SHIP'S USE

AND THE REMAINING REQUIREMENTS OF SECTION 49 HAVE BEEN COMPLIED WITH

THE VESSEL IS FITTED FOR BURNING OIL FUEL AND SETTLING TANKS HAVE BEEN FITTED

THE WASH PLATES REQUIRED BY THE SECRETARY'S LETTER OF 4.8.22 HAVE BEEN FITTED IN THE DEEP TANK

PLANS OF MIDSHIP SECTION AND PROFILE (AS BUILT) FORGING REPORTS AND THE ADAPTED PLANS (1914 No) ARE

ENCLOSED FOR REFERENCE

A LETTER IS ENCLOSED HERewith FROM THE BUILDERS REQUESTING A RECONSIDERATION OF THE DATE OF BUILD IN VIEW OF THE DELAY

IN THE COMPLETION OF THE VESSEL DUE TO LABOUR TROUBLES AND THE LATE DATE OF DELIVERY OF THE MACHINERY

A REPAIR REPORT FORM IS ALSO ENCLOSED FOR THE EXAMINATION IN DRY DOCK.

THIS VESSEL IS A DUPLICATE OF THE S.S. "SANDOWN CASTLE" S.D. REPORT No 28/88 WITH THE EXCEPTION

OF THE WASH PLATES IN THE DEEP TANK

The Surveyor should state the Number of Report and Name of any Sister Vessel.

Plans to be forwarded with F.E. Report showing vessel as built.

Freeboard Fee £ 13 : 0 : 0

The amount of Entry Fee £ 10 : 0 : 0

Special Survey Fee £ 390 : 17 : 0

Travelling Expenses, if any £ :

GENERAL REMARKS—(continued).

BULKHEADS	NUMBER		THICKNESS	STRENGTHS				SINGLE OR DOUBLE RANGERS	HEIGHT UP STEEL DECK
	IN AIR	FOR RAILS		HORIZONTAL		VERTICAL			
				SIZE	RANGE	SIZE	SPACING		
After Peak (2)	7	7	✓ 46-40	Across the vertical on	-	THICK DECK 8-3-375 Below deck as per approved plan	2 1/2 ✓	3 ft ✓	Upper Deck
After Main (7)			✓ 34	Steel Deck		10 x 3 1/2 = 44 ✓	2 1/2 to 23 ✓	Do. ✓	Do. ✓
Over Tank (12)			✓ 40-36	Steel Deck		Bulk Angle 12-3 1/2-70 ✓ Reverse Angle 4-3 1/2-60 ✓	2 1/2 to 23 ✓	Do. ✓	Do. ✓
Engine Room } (15)			✓ 40-36	Steel Deck		Bulk Angle 12-3 1/2-70 ✓ Reverse Angle 4-3 1/2-60 ✓	2 1/2 to 23 ✓	Do. ✓	Do. ✓
Boiler Room (19)			✓ 34	Steel Deck		9 x 3 1/2 = 44 ✓	2 1/2 to 23 ✓	Do. ✓	Do. ✓
Fore Main (28)			✓ 34	Steel Deck		10 x 3 1/2 = 44 ✓	2 1/2 to 23 ✓	Do. ✓	Do. ✓
Collision Bulk. (33)			✓ 50-42	THREE STEEL DECKS		12-3 1/2-70 AND 8-3-375 ✓	24 ✓ 24	Do. ✓	Shelter Deck
Over Gunner Bulkhead (22)			✓ 32			7 FLANGES ✓	43 to 46 ✓		
Non H.T.									

Are the outside plates doubled two spaces in length - Additional Brackets in 1st. ✓

Are the watertight doors in efficient working order - Yes ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge 130.0 ft., Forecastle 45.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. These sections are on a complete shelter deck.

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) 2 on Sls and shelter on Sls, Longitudinal framing and Web frames.
Official No. 146633; Signal Letters ✓ State if Machinery is fitted aft NO
How are the surfaces preserved from oxidation? Inside Cement in deep tank and after tank end AND PAINT Outside PAINT

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	47.0	78.5	Fore peak tank,		107.5
Double bottom, under Engines and Boilers,	97.0	553.5	After peak tank,		116.0
Double bottom, if under Engines only, AND BOILERS	39.6	172.0	Deep tank, aft,	35.0	1009.0
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	176.6	638.0	Other tanks, if fitted,		
Total capacity of double bottom		1238.0	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 360 State whether the above have been tested as required by the Rules. Yes ✓

Order for Special Survey No. 5452
Date 18.12.19
No. 408 in builder's yard.
DATES of Surveys held while building
1900. May 12, 2024, June 1, 2, 7, 9, 15, 16, 18, 22, July 2, 5, 6, 8, 12, 14, 16, 19, 20, 22, 26, 28, 30, Aug 5, 12, 16, 17, 19, 22, 24, 26, Sep 1, 2, 4, 20, 22, 27, 29, 30, Oct 5, 7, 11, 13, 14, 18, 19, 22, 25, 26, 28, 29, Nov 1, 3, 8, 9, 15, 16, 17, 20, 22, 24, 25, 29, Dec 1, 2, 4, 7, 9, 11, 15, 17, 20, 21, 22, 23, 27, Jan 5, 7, 10, 12, 17, 18, 20, 21, 25, 27, Feb 2, 7, 10, 16, 17, 23, Mar 9, 14, 20, 30, Apr 1, 11, 21, 24, 25, May 10, 25, June 2, 10, 13, 16, 27, 29, July 7, 14, 19, Aug 3, 12, 22, 31, Sep 2, Oct 5, 10, 13, 17, 18, 20, 24, 28, Nov 22, 25, 27, Dec 21, 1922 Total No. of Visits 156.

Surveyor's Signature J. S. Richard