

WRECK
SECTION
No

STEEL STEAMER or MOTORSHIP.

Received at London Office, 11 OCT 1932

SECTION

No

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 *8th October 1932*

Port of *Lith*

No. *18282*

Survey held at *Burntisland*

Date First Survey *June 14th 1932* Last Survey *4th October 1932*

On the (State if Machinery fitted Aft and Fore) *Single screw steamer* "WANDLE"

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

State Type of Erections *RQDst Bridge*

TONNAGE under Tonnage Deck... *1158.48*

CLASS *TIDDAI* State if with freeboard as condition of Class *yes*

Built at *Burntisland*

Do. of space or spaces between Tonnage Deck and Upper Deck. *1158.48*

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *235.5*

Launched *29th Sept 1932* Yard No. *173*

Total *1158.48*

Breadth (greatest moulded) *B 37.83*

Builders *The Burntisland S.B. Co. Ltd*

Gross Tonnage *1481.72*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 18.5*

Owners *The Wandsworth District Gas Co*

Register Tonnage *795.75*

1st Longitudinal Number (L x D) *4357*

Managers *London*

2nd Numeral L x (B + D) *13270*

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

REGISTERED DIMENSIONS.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.73*

Residence *London*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.47*

Port of Registry *London*

Do. *15.90*

If surveyed while building, afloat, or in dry dock

Draught Moulded *15.90*

while building

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.
ES, Spacing amidships	30		Bracket Floors, Frame <i>Reversed</i>	8 3 38	
" from $\frac{3}{8}$ length to Collision bulkhead	27		" " Reversed Frame	✓	
" in peaks	24		" " Vertical Struts	✓	
FRAMING.			Centre Girder, depth and thickness amidships	32 42	
e Amidships, Angle <i>E</i>	7 3 36		" " top Angles	3 3 40 <i>higher</i>	
" Extends up to	<i>RQDst</i>		" " bottom Angles	3 3 42	
rsed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness <i>one 69x3x40</i>		
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	65 40	
h of Framing Girder	7		" " Vertical Angle to Tank side	✓	
ies in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>	✓		" " Bracket abaft $\frac{1}{2}$ len. from stem	✓	
" Second 'tween Decks, Angle, <i>E</i> or <i>F</i>	✓		" " Vertical Angle to Tank side	✓	
" Third " " "	✓		" " Bracket forward $\frac{1}{2}$ len. from stem	✓	
ing in Peaks, Angle <i>E</i>	5 3 30 5		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	✓	
eter and Spacing of Rivets through Frame and Shell Plating amidships	5 3 34 L		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	✓	
if Frame Joggled	<i>yes</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>as for midship section Plan.</i>	
NG ARRANGEMENTS (Sec. 7), state system and particulars	<i>on side stringer in FPT tank</i>		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>Centre girder top & bottom L⁵ double</i>		Breadth and thickness of Middle Line Strake	78 50	
E BOTTOM. IN WAY OF BOILERS ONLY	<i>Two flat girders Port & Star</i>		Thickness of remainder in Holds	50 55	
s, Depth and thickness at midline in Holds	<i>21" x 50</i>		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?	<i>yes</i>	
Height of Brackets at side above base line at toe of frame	42		BEAMS. Upper & Quarter D ^{ns} as per Profile Deck Plan.		
le Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>	<i>double 4 1/2 x 3 1/2 x 45</i>		Uppermost Continuous Deck, amidships		
" " Through Plate or Intercoastal Plate	24 52		" " in Wells, Angle, <i>E</i> or <i>F</i>		
" " Foundation Plate on Floors	12 52		" " in way of Bridge, Angle	7 3 40 <i>at Upper D^{ns}</i>	
" " Flat Plate Keel Angles	4 4 47		" " Spacing	<i>every frame</i>	
Keelsons, No. each side	<i>one</i>		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	✓	
" thickness of Intercoastal Plate	46		Spacing	✓	
" Angles <i>Top</i>	9 3 1/2 50 5		Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	✓	
" <i>Bottom</i>	3 3 40 L		Spacing	✓	
E BOTTOM.			Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	✓	
Floors, thickness and spacing	32 <i>every frame</i>		Spacing	✓	
" Are Frame and Reversed Frame joggled?	<i>joggled at bilge strake cut elsewhere</i>		Poop Deck, Angle, <i>E</i> or <i>F</i>	✓	
Bracket Floors, breadth and thickness at middle line	32 <i>every 4th frame</i>		Spacing	✓	
Solid Floors in Wings	✓		Bridge Deck, Angle, <i>E</i> or <i>F</i>	5 3 25	
" breadth and thickness at margin plate	✓		Spacing	<i>every frame</i>	
" " " "	✓		Forecastle Deck, Angle, <i>E</i> or <i>F</i>	5 3 26	
" " " "	✓		Spacing	<i>every frame</i>	

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.....✓			Stringer Plate, breadth and thickness in way of Bridge	-	
" " in 'tween Decks, Size and Spacing.....✓			Thickness of Plating abreast Deck openings in way of Wells	-	
" " " " " ✓			Thickness of Plating abreast Deck openings in way of Bridge	a	
" " in Holds " " ✓			Thickness of Plating within line of openings... -		
" " " " " ✓			If Sheathed, material and thickness -		
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....✓			Stringer Plate, breadth and thickness..... -		
Plating, thickness of✓			If Plated, state thickness..... -		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck. at RQD ⁿ 65 .47			Stringer Plate, breadth and thickness..... -		
Stringer Plate, breadth and thickness in Wells at Upper D ^s 60 .66			If Plated, state thickness -		
" " " " in way of Bridge 72 .48			Poop Deck.		
" Angle in Wells at forward end of RQD ⁿ 3½ ¾ .47			Stringer Plate, breadth and thickness -		
" at after end of Upper D ^s 5' 5" .55			Plating, Sheathing, material and thickness ... -		
Thickness of Plating abreast Deck openings) Stringer as per Profile & Plan in way of Wells			Bridge Deck.		
Thickness of Plating abreast Deck openings) 30 in way of Bridge at Engine Compartment			Stringer Platē, breadth and thickness..... 36 .30		(26 see letter)
Thickness of Plating within line of openings... ✓			Plating, Sheathing, material and thickness .. wood deck 2½"		
If Sheathed, material and thickness Not sheathed			Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness..... .30		
Stringer Plate, breadth and thickness in Wells... ✓			Plating, Sheathing, material and thickness .. .30 (40 under windlass)		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	<i>58½</i>	<i>.52</i>	<i>.48</i>	<i>.48</i>		<i>Double</i>	<i>¾</i>	<i>3</i>	<i>Tubed</i>	<i>¾</i>	<i>2 5/8</i>	<i>Lapped</i>
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes ...	<i>A80¾</i>	<i>.49</i>	<i>.43</i>	<i>.43</i>		<i>Double</i>	<i>¾</i>	<i>3</i>	<i>Tubed</i>	<i>¾</i>	<i>2 5/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes	<i>B80¾</i>	<i>.49</i>	<i>.43</i>	<i>.45</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes	<i>P58¾</i>	<i>.49</i>	<i>.39</i>	<i>.39</i>		<i>F Single & Double</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells	<i>H43¾</i>	<i>.49</i>	<i>.39</i>	<i>.39</i>		<i>Single</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>47½</i>	<i>.56</i>	<i>-</i>	<i>-</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells		<i>.49</i>	<i>.39</i>	<i>.39</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...		<i>.30</i>				<i>Single</i>	<i>¾</i>	<i>3</i>				
FOREC'TLE SIDE PLATING			<i>.30</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>Single</i>	<i>¾</i>	<i>2 5/8</i>	<i>Lapped</i>

WATERTIGHT BULKHEADS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks						
"	" Second "					
at frame 58.	Third "	36 5/8	5 1/2 x 3 x 29 L 6 1/2 x 3 x 30 L			24
at frame 147.	25 Holds	44 5/8	9 x 3 x 44 L			30
COLLISION	" (in Hold)	39 5/8	above flat 5 x 3 x 26 L below " 6 x 3 x 36 L			24
AFTER PEAK	" "	50 5/8	6 x 3 x 36 L		Horizontal	24

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	Rounded section $7\frac{1}{4} \times 17\frac{1}{8}$			
STERN FRAME	{ Propeller Post Forging T.S. Forster & Sons { Rudder of stream line section as per plan			
RUDDER—A × D	192			
Speed of Vessel	10 knots			
RUDDER mainpiece at head	Forging T.S. Forster & Sons			
" " heel	of stream line section			
" how constructed	4 Arms main piece in one.			
" double or single plate	double			
" coupling, vertical or horizontal	Vertical			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Dorman Long & Co Ltd*
Consett Iron Co Ltd *Colvilles & Co* *Steel Company of Scotland Ltd*
The Lanarkshire Steel Co Ltd *Scottish Iron & Steel Co Ltd* (O.H.)

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

EQUIPMENT No 14116												LETTER P	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.	Cwts.			
92800	1st Bower	30	2	0	-	-	-	29	0	0	0	30-0-0	Harphornis	At Kingly Arms	Withington 14/7/32 H G
92813	2nd "	30	0	0	-	-	-	28	12	2	0	30-0-0	"	"	" 22/7/32 "
92801	3rd "	26	3	10	-	-	-	26	5	2	14	27-0-0	"	"	" 14/7/32 "
	Collective weight.	82	1	10	-	-	-					87-0-0			
46832	Stream	10	0	0	-	-	-	12	0	0	0		Fellows	-	Le P. Cradley Heath 26/7/32

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Fathoms.	Ins.	Fathoms.	Ins.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.			
97879	240	1 5/8	4 1/2	66 1/2	319.2	2	319 1/2		240	1 5/8	stud.	Willetts & Sons	Netherton	15/8/32		90	3 1/4	21.7	90	3 1/4
													TOWLINE			90	2 1/4	10.8	90	2 1/4
													HAWSERS & WARPS			2 @ 90	1 3/4	6.4	90	1 3/4
Iron Stream Chain or Steel Wire	75 5/8	1	18	27	39	1	15				stud.	Willetts & Sons	Netherton	17/8/32						

Steering Gear, Steam	Donchin & Co Ltd	Steering Gear, Hand	Combined hand & steam
Boats	2 life boats	Steering Chains, Size and Test	1" short link. 1 X tons. Windlass
	1 work boat		Clarke Chapman & Co
Ceiling in Holds, thickness and material	none	Cargo Battens, thickness, material and spacing	none
Cargo Hatchways.—(Upper Deck)	Steel plate with new stiffener & stays	Thickness of Hatches	2 1/2"
Size of No. 1 Hatchway (Forward)	53-0 x 24-6	No. 2	67-6 x 24-6
	No. 3	No. 4	No. 5
Number of Shifting Beams and/or Fore and Afters	No 1 = 10	No 2 = 11	

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.
 Builder's Signature *ling & gre* MANAGING DIRECTOR.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel an oil tanker, is fitted for carrying oil as cargo — The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo —

This Vessel has been built in accordance with the Approved Plans, and in general conformity with the Rules. The material and workmanship are good. The weather decks, the double bottom tanks the fore & after peak tanks & the bulkheads have been tested in accordance with the Rule requirements with satisfactory results. The Water Tight door at the fore head bulkhead has been run in good working order. The shell plating & stern frame is of Rule thickness. The Midship Tank has been tested with satisfactory result. The following plans are forwarded herewith:— Midship Section. Profile & Decks, Stern & Forepeak Frames, Fore Peak W.T. Bulkhead, Upper Peak Tank Drainage, after Peak W.T. Bulkhead. Midship Tank under Bridge.

The amount of Entry Fee	£ 5 : 0 : 0	Fees applied for,	8-10-1932
Special Survey Fee	£ 148 : 4 : 0	Received by me,	29-10-1932
Travelling Expenses, if any	£ 3 : 10 : 0		
Freight	10 : 0 : 0		
State whether the Vessel has been built under Special Survey	yes		
Certificate to be sent to	Hull & Led	Date of issue	16/11/32
	ing & led.		

Committee's Minute
 Character assigned + 100 A.I. With Freeboard
 on 15th Nov. No. 31077
 Cargo Battens not fitted
 + L.A.C. 10-32

RE

CLASS

These p
Signal Letter

Officia

163, 29

No., Date, &

Whether Br
Foreign I

British

Number of

Number of

Rigged

Stern

Build

Galleries

Head

Framework

vessel

Number of

Number of

and the

Total to qua
to botto

No. of
sets of
Engines.

One

No. of
Shafts.

One

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NOTE 1.—

NOTE 2.—

No. of

Name,

Dated

265412)

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.)

Readen Aquadant, Pumping Plan. Also three reports on forgings.
NOTE:— This Vessel has left for Sunderland, under tow, at which Port the machinery is to be installed. The survey on the hull of this vessel has been completed at this Port with exception of the testing of deck in way of machinery casings, & the examination of steering engine & connections & of the windlass in working order.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower.	18-2-1	KH	8276	25.7.30
	2nd "	17-1-2	KH	6120	15.1.29
	3rd "	15-3-11	KH	6298	28.3.29
		6-1-4	AB	6054	27-6-30

Stream Length of Poop ☒ ft., R.Q.D. *135.52* ft., Bridge *15.0* ft., Forecastle *23.25* ft.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ (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) *10th str. well ok*

Official No. *not assigned* Signal Letters *not assigned* Is bottom of Vessel coated with cement *yes* if not give particulars of composition *Heavy cement wash on flat, fillets at rams & bulks, & rivets covered.*

PARTICULARS OF WATER BALLAST.—		Where Fitted.		*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,						Fore peak tank,	<i>22.35</i>	<i>77</i>
Double bottom, under Engines and Boilers,						After peak tank,	<i>22.08</i>	<i>99</i>
Double bottom, if under Engines only,				<i>17.5</i>	<i>29</i>	Deep tank, <i>amirship</i>	<i>15.0</i>	<i>70</i>
Double bottom, if under Boilers only,				<i>152.25</i>	<i>599</i>	Deep tank, forward,		
Double bottom, forward,					<i>628</i>	Other tanks, if fitted,		
				Total capacity of double bottom		(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. <i>1210</i>		1932.		<i>June</i>	<i>14.</i>	<i>17.</i>	<i>21.</i>	<i>24.</i>	<i>28.</i>
Date <i>7th June 1932.</i>				<i>July</i>	<i>1.</i>	<i>6.</i>	<i>8.</i>	<i>12.</i>	
				<i>Aug</i>	<i>2.</i>	<i>5.</i>	<i>9.</i>	<i>12.</i>	<i>16.</i>
				<i>Sept</i>	<i>2.</i>	<i>6.</i>	<i>8.</i>	<i>14.</i>	<i>16.</i>
				<i>Oct</i>	<i>4.</i>				
						<i>19.</i>	<i>23.</i>	<i>26.</i>	<i>30</i>
						<i>20.</i>	<i>23.</i>	<i>27.</i>	<i>29.</i>
						Total No. of Visits <i>20</i>			

