

IN D

Received at London Office

SEP 1944

State if Report has been sent on the Freeboard of the Vessel **NO**

State if Report is sent on the Machinery of the Vessel... YES. Kw WAN LEE

Date of completion of report 22ND. AUGUST, 1944. Port of NEWCASTLE No 102305

Survey held at BRYTH

Date First Survey (1943) June 29 Last Survey 22nd AUGUST 1944

On the (Sale if Machinery fitted A.T. and
(1 Single, Twin or Triple Screw) H.M.C.S. "COPPER CLIFF", SINGLE SCREW. (S.S. CORVETTE)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FOR GOVERNMENT SERVICE. LONG FORECASTLE State Type of Erections LONG FORECASTLE

TONNAGE under } 860.36
Tonnage Deck ... }

CLASS **A** - "FOR GOVERNMENT SERVICE" ^{State if with freeboard} as condition of Class } No

Built at BLYTH

Do. of space or spaces
between Tonnage Dk.
and Upper Dk.

Length ~~from fore part of stem to after part of stem~~
~~post on summer L.W.L. See Sec. 8 (1)~~ } L 225.00 B.P.

Launched 24TH FEBRUARY 1944. Yard No. 296.

~~Total~~

Breadth (greatest moulded) B 36.50
Depth, at middle of length from top of keel to 2

Builders THE BLYTH DRY DOCKS AND SHIPBUILDING
CO. (L).

Gross Tonnage

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) } D 17.50

Owners **THE ADMIRALTY**

ster Tonnage

1st Longitudinal Number (L \times D).....=

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

REGISTERED DIMENSIONS.

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

Residence

th : 235.9 FEET

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

Port of Registry.

th 235.9

Do. Long Bridge to
top of keel

If surveyed while building, afloat, ~~or~~ ^{AND} in dry dock

dth 36.6

Draught Moulded

YES

14.2

Draught Moulded

ALL N.B.S.

FRAMES, DOUBLE BOTTOM AND BEAMS

ALL N.B.S.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
FRAMES, Spacing amidships.....		24	✓		
" " from 3/4 length amidships to Collision bulkhead.....		24	✓		
" " in peaks		24	✓		
SIDE FRAMING.					
Frame Amidships, Angle, E or F (ABREAST BOILER ROOMS.)		6	3 .37	✓	
" " Extends up to... UPPER & FORECASTLE DECKS. ALTERNATELY					
FRAMES IN WAY OF ENGINE SPACE		6	3 .33	✓	
Reversed Frame Amidships, Angle		6	3 .33	✓	
FRAMES CLEAR OF ENGINE & BOILER SPACES, ANGLE, E or F		5	3 .32	✓	
Depth of Framing Girder.....		6 AND 5		✓	
Frames in Uppermost, Continuous 'tween Decks, Angle, E or F		5	3 .32	✓	
" " FORECASTLE		6 OR 5 ANG. AS ABOVE, AND 3/4" X 3" X .25 ALTERNATELY, AND AS APP'D.		✓	
" " Third		5	3 .32	✓	
" " from 1/2 len. for'd. to 15% len. from Stem, ANGLE, E or F		5	3 .32	✓	
" " in Peaks, Angle E or F		5	3 .32	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		3/4" 5/8" APART CLEAR OF TANKS, 4/5" IN WAY OF TANKS.		✓	
State if Frame Joggled.....		YES.		✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?		AS APPROVED.		✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?		AS APPROVED.		✓	
SINGLE BOTTOM.					
Floors, Depth and thickness at mid-line in Holds.....		24	x .25	✓	
Height of Brackets at side above base line at toe of frame.....		NONE.		✓	
Middle Line Keelson, TOP		2 1/2	2 1/2 .30	SINGLE ✓	
" " " Through Plate or Inter		24	x .32	✓	
" " " Foundation Plate on Floors		24	x .29	✓	
" " " Flat Plate Keel Angles		3	3 .34	DOUBLE ✓	
Side Keelsons, No. each side.....		ONE.		✓	
" " thickness of Intercoastal Plate.....		3/4", SCALLOPED TO 6/16" DEEP.		✓	
" " Angles		3	3 .34	✓	
DOUBLE BOTTOM, IN BOILER ROOMS.		2 1/2	2 1/2 .30	✓	
Solid Floors, thickness and spacing		29 @ 24		✓	
" " Frame and Reversed Frame joggled?		YES.		✓	
Bracket Floors, breadth and thickness at middle line		NIL.		✓	
" " breadth and thickness at margin plate.....		NIL.		✓	
Bracket Floors, Frame		NIL.		✓	
" " Reversed Frame.....		NIL.		✓	
" " Vertical Struts		NIL.		✓	
Centre Girder, depth and thickness amidships		30	x .29	✓	
" " top Angles		2 1/2	2 1/2 .30	DOUBLE ✓	
" " bottom Angles.....		3	3 .34	DOUBLE ✓	
Side Girders, No. each side and thickness.....		NIL.		✓	
Margin Plate depth (excl. of flange) and thickness				✓	
" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem				✓	
" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area				✓	
" " Gussets, spacing and scantling abaft 1/4 len. from stem.....				✓	
" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area				✓	
Tank Side Brackets, height above base line at toe of Frame and thickness				✓	
INNER BOTTOM PLATING, IN BOILER ROOMS.					
Breadth and thickness of Middle Line Strake.....		29		✓	
Thickness of remainder in Hold				✓	
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?.....		AS APPROVED.		✓	
BEAMS.					
Uppermost Continuous Deck, amidships		5	2 1/2 .30	AND AS APP'D. ✓	
" " " in way of Bridge, Angle, E or F				✓	
" " " Spacing		24		✓	
Second Deck, amidships, Angle, E or F		6	3 .30	✓	
" " " Spacing		24		✓	
Third Deck, amidships, Angle, E or F				✓	
" " " Spacing.....		29		✓	
Fourth Deck, amidships, Angle, E or F				✓	
" " " Spacing.....		NIL.		✓	
Poop Deck, Angle, E or F				✓	
" " " Spacing.....		NIL.		✓	
Bridge Deck, Angle, E or F				✓	
" " " Spacing.....		NIL.		✓	
Forecastle Deck, Angle, E or F		5	2 1/2 .30	✓	
" " " Spacing.....		24		✓	

(MADE IN ENGLAND.)

2/1 8200-222800-222800

PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows	GENERALLY TWO.		Stringer Plate, breadth and thickness in way of Bridge CLEAR OF TANKS .18 ✓
" in 'tween Decks, Size and Spacing	GIRDESS, WIDE		Thickness of Plating abreast Deck openings in way of Well IN WAY OF OIL TANKS AND F.W. TANKS .64 ✓
" " " " "	SPACED PILLARS		Thickness of Plating abreast Deck openings in way of Bridge CLEAR OF OIL TANKS AND F.W. TANKS .18 ✓
" in Holds " " "	AND F.W. A. CHDS.		Thickness of Plating within line of openings .64 x .18 ✓
FORE AND AFT O.T.	ALL AS APP'D.		If Sheathed, material and thickness
Centre Line Bulkhead, P. & S.	6 3 .30		Third Deck.
Stiffeners and Spacing	3 4 .17		Stringer Plate, breadth and thickness
Plating, thickness of	.30 - .17		If Plated, state thickness
STRINGERS AND DECKS.			Fourth Deck.
Uppermost Continuous Deck.	.29		Stringer Plate, breadth and thickness
Stringer Plate, breadth and thickness in way of Well	.49		If Plated, state thickness
" " " " " in way of Break	.37		Poop Deck.
" " " " " in way of Bulkhead	.34		Stringer Plate, breadth and thickness
Angle in Way AFT	3 5 .37		Plating, Sheathing, material and thickness
Thickness of Plating abreast Deck openings in way of Well	.24		Bridge Deck.
Thickness of Plating abreast Deck openings in way of Bridge	.29 x .31		Stringer Plate, breadth and thickness
Thickness of Plating within line of openings	.24 x .18		Plating, Sheathing, material and thickness
If Sheathed, material and thickness			Forecastle Deck.
Second Deck.			Stringer Plate, breadth and thickness
Stringer Plate, breadth and thickness in way of Well	.64		Plating, Sheathing, material and thickness

SCANTLINGS.				RIVETING.			
STRAKES.	AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		NO.	BUTTS.
	AMIDSHIPS.	FORWARD.		NO.	NO.		
Flat Plate Keel	.45	.49	.40	.44	DOUBLE	3/4	3
" Dblg. (if any)	LOCAL ONLY				DOUBLE	3/4	3
Bottom Plating, No. of Strakes	60	.43	.37	.34	DOUBLE	3/4	3
Bilge Plating, No. of Strakes	60	.34	.34	.29	DOUBLE	3/4	3
Side Plating, No. of Strakes	60	.34	.29	.29	DOUBLE	3/4	3
Upper Deck, Sheer-strake in Wells	67	.34	.31	.27	DOUBLE TO SINGLE	3/4	3
Upper Deck, Sheer-strake in Bridge							
Strake below Sheer-strake in Wells							
Strake below Sheer-strake in Bridge							
Poop Side Plating							
Bridge Side Plating							
Forecastle Side Plating							

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	Casting or Forging	Scantlings	Maker's Name	Any Departure from Approved Plans to be Noted
10	3	4		KEEL, Bar	PLATE KEEL		
				STEM	STEM POST - T.S. FORKSTEEL & SONS. CONSTRUCTIONAL C.O.		
				STERN FRAME	PROPELLER POST - FABRICATED, APP'D. MILD STEEL		
				RUDDER - Type	BALANCED		
				Speed of Vessel	8.5 SQ. FT.		
				Diam. of head	FORGING 10" AND FABRICATED APPROVED		
				Mainpiece at top point	AS FABRICATED APPROVED		
				how constructed	ELECTRIC WELDED		
				double or single plate coupling, vertical or horizontal	DOUBLE		
STIFFENERS. ALL W.B.S.				STEEL.			
VERTICAL.				Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)			
SCANTLINGS.				OPEN HEARTH.			
SPACING.				Has the Steel been tested as required by the Rules?			

EQUIPMENT No.										LETTER										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.													
1st Bower																													
2nd "																													
3rd "																													
Collective weight																													
Stream																													
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.		Length and Size supplied.		Breaking Test of Steel Wire.		Length.		Cir.							
Fathoms.		Ins.		Tons.		Cwts.		Fathoms.		Ins.		Fathoms.		Ins.		Fathoms.		Ins.		Fathoms.		Ins.							
Cir.																													
Iron Stream Chain or Steel Wire																													
Steering Gear, Type (Power, <u>STEAM</u>) by <u>J. HASTIE AND CO. LTD., GREENOCK.</u> Alternative Means of Steering, <u>HAND</u> , by <u>J. HASTIE AND CO. LTD., GREENOCK.</u> Steering Chains (Size and Test) <u>NO CHAIN, TELE MOTOR CONTROL.</u> Windlass by <u>CLARK & CHAPMAN & CO. LTD., BOATS T. - 10 ST. WHALER GATEHEAD - ON - TYNE.</u> LIFELIFTS AND FLUTANETS. Ceiling in Holds, thickness and material <u>NONE.</u> Cargo Battens, thickness, material and spacing <u>NONE.</u> Hatchways. (Upper Deck) <u>SMALL HATCHWAYS ONLY, OF STEEL PLATES AND SECTIONS, Thickness of Hatches STEEL WINGED COVERS, AS APPROVED.</u> Size of Hatchways No. 1 (Fwd.) <u>NIL.</u> No. 2 <u>NIL.</u> No. 3 <u>NIL.</u> No. 4 <u>NIL.</u> No. 5 <u>NIL.</u> No. 6 <u>NIL.</u> Number of Shifting Beams and/or Fore and Afters <u>NIL.</u> Builder's Signature <u>W. H. Walker</u> Director & General Manager.																													
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 <u>YES</u> (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo <u>NO.</u> The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation). This ship has been built in conformity with the Society's requirements for the class contemplated and the Secretary's letter. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The materials and workmanship are good. As required, the peak tanks, oil fuel tanks, feed and fresh water tanks, and the main inlet box have been tested by water pressure, and the weather decks and watertight bulkheads have been tested - all with satisfactory results. The windlass and steering gear, power and hand, have been tried and found satisfactory. The vessel has been placed in dry dock, the bottom and rudder cleaned, examined, found in good condition and re-coated. Copies of approved plans, in accordance with list enclosed, and Laying, etc., Reports are forwarded herewith.																													
The amount of Entry Fee £ <u>28 AUG 1944</u> Fees applied for, (Special notations, where part of class, to be stated.) Special Survey Fee £187:10:0 Received by me, I am of opinion the Vessel should be Classed <u>A - FOR GOVERNMENT SERVICE.</u> Travelling Expenses, if any £ <u>19</u> State whether the Vessel has been built under Special Survey <u>YES.</u> Signature <u>W. H. Walker</u> Surveyor to Lloyd's Register of Shipping. Certificate to be sent to <u>NEWCASTLE - ON - TYNE.</u> Date of issue <u>19/9/44</u> Committee's Minute <u>FRI. 8 SEP 1944</u> Character assigned <u>+A - In Government Service</u> <u>31st Feb 8.44 H.P. above 150° F</u> <u>LMC + * 8.44 30 CL</u>																													

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.)

LIST OF APPROVED PLANS NOW FORWARDED :—

1. FRAMING EXPANSION.
2. FRAMING SECTIONS.
3. SHELL EXPANSION.
4. PROPELLER BRACKET.
5. RUDDER PLAN.
6. RUDDER BEARING.
7. ENGINE SEATING.
8. LOWER DECK.
- 9 & 9A. UPPER DECK.
10. FORECASTLE DECK.
- 11 (SHEET 1). W.T. AND O.T. BULKHEADS.
12. STEM PLAN.
13. PILLARING ARRANGEMENTS.

The vessel is a corvette of the "corvette" class and a sister ship to H.M.S. "LANCESTON CASTLE", the same Builder's Yard No. 295, Newcastle Report No. 102198.

PARTICULARS OF ELECTRIC WELDING (if employed)

Propeller bracket and rudder of welded construction; stern part welded; upper deck stringer shock plates welded; watertight and oiltight collars welded, and steel detail work, generally, welded.

All electric welding executed at the Shipyard was carried out with approved electrodes.

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

✱ A - FOR GOVERNMENT SERVICE ; E.S.D. ; D.F..

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

1st Bower

2nd "

3rd "

Anchors

supplied by

Admiralty.

165' for record

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 164.42 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. — Signal Letters — Extreme Breadth over Belting 36.70 FT. Over-all Length 252.31 FT.
(Circ. 1611) (Circ. 1703) (OVER CASTINGS.)
No. and Material of Decks 1 DK. (Stl.) AND 2ND DK. (Stl.) CLEAR OF MACHINERY, BOILER AND AFT OIL BUNKER SPACES.
Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN AFT PEAK ONLY.
Particulars of composition (if fitted) and of approval PAINTED OR COATED IN ACCORDANCE WITH SPECIFICATION.

PARTICULARS OF WATER BALLAST :—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	NIL.		Fore peak tank,	11.00	15.40
Double bottom, under Engines and Boilers,	NIL.		After peak tank,	6.00	8.51
Double bottom, if under Engines only,	NIL.		FEED tank, aft, (F.W.)	4.00	4.96
Double bottom, if under Boilers only, (RESERVE FEED)	42.00	40.24	Deep tank, forward,	NIL.	
Double bottom, forward,	NIL.		Other tanks, if fitted,	NIL.	
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 5689

Date 11. 6. 43.

Dates of Surveys held while building

(1943) June 29, July 19, Aug. 5, 17, 26, Sept. 20, 24, 30, Oct. 4, 20, Nov. 8, 12, 18, 30, Dec. 6, 10, 17, 19, 21, 22, 23, 24, 28, 30. (1944) Jan. 4, 5, 6, 7, 10, 11, 12, 13, 14, 15, 17, 18, 19, 21, 27, 28 Feb. 2, 3, 7, 8, 18, 22, 23, 24, 28, Mar. 1. Apr. 11, 28, May 1, 8, 11, June 2, 8, 9, 12, 26, 27, 28, 29, July 3, 6, 7, 11, 14, July 18, 19, 21, 24, 25, 26, 27, Aug. 10, 14, 22.

Total No. of Visits 82