

STEEL STEAMER or MOTORSHIP.

-4 JAN 1937

Received at London Office

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 *2nd January 1937* Port of *BRISTOL*No. *13590*Survey held at *BRISTOL* Date First Survey *8th May*Last Survey *22nd December 1936*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *SINGLE SCREW MOTOR VESSEL "CASTLE COMBE" (Machinery Aft)*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling*State Type of Erections *R.Q.D. & Forecastle*TONNAGE under Tonnage Deck... *278.58*CLASS *+100A1*
*well, machinery deck.*State if with freeboard as condition of Class *No.*Built at *Bristol*

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 155'0"*Launched *Sept 23rd 1936* Yard No. *251*

Total

Breadth (greatest moulded) *B 27'6"*Builders *Chas H. & Sons Ltd.*Gross Tonnage *454.33*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 10'9"*Owners *Ad Shipping & P.*Net Tonnage *231.57*1st Longitudinal Number (L x D) *= 1666.25*

Managers

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

REGISTERED DIMENSIONS.

FEET.

*155**27.6**10.8*Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.2*Proportions—Depth to Length—Uppermost continuous deck to top of keel *14.42*
10.70

Do. Long Bridge to top of keel

Draught Moulded *10'7 1/4"*

Residence

Port of Registry *Bristol*Surveyed while building *in dry dock*

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	<i>21"</i>		Bracket Floors, Frame	<i>1</i>	
" from $\frac{3}{8}$ length to Collision bulkhead	<i>21"</i>		" " Reversed Frame	<i>1</i>	
" in peaks	<i>21"</i>	<i>See plan</i>	" " Vertical Struts	<i>1</i>	
FRAME FRAMING.			Centre Girder, depth and thickness amidships	<i>24" x 34" well.</i>	
Frame Amidships, Angle, <i>40°</i>	<i>4 x 3 x 45 + .08 and + .02</i>		" " top Angles	<i>None</i>	
" " Extends up to	<i>R.Q.D.</i>		" " bottom Angles	<i>None</i>	
Reversed Frame Amidships, Angle	<i>None</i>		<i>except for 1/2 L where 3 x 3 x 34 and angle fitted.</i>		
" " Extends up to	<i>✓</i>		Side Girders, No. each side and thickness	<i>One 26</i>	
Depth of Framing Girder	<i>4</i>		Margin Plate depth (excl. of flange) and thickness	<i>19" x 30</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>None</i>	
" " Second 'tween Decks, Angle, [or]	<i>✓</i>		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>-</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>-</i>	
Framing in Peaks, Angle <i>40°</i>	<i>4 x 3 x 38 + .10</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem	<i>-</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4" dia 7 dia apart</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>32" x 28</i>	
State if Frame Joggled	<i>Yes</i>		<i>Flange 1/2" up</i>		
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Stinger 28, fore and aft 3 x 3 x 30</i>		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Stable rivets from angles 14 1/2 x 4 1/2 x 31</i>		Breadth and thickness of Middle Line Strake	<i>60" x 30</i>	
ANGLE BOTTOM.			Thickness of remainder in Holds	<i>28</i>	
Floors, Depth and thickness at mid-line in Holds	<i>✓</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>open bottom in Engine space</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		BEAMS.		
Middle Line Keelson, on Floors, Angles, [or]	<i>✓</i>		Uppermost Continuous Deck, amidships in Wells, Angle, <i>40°</i>	<i>4 x 5/8 Flat well.</i>	
" " Through Plate or Intercoastal Plate	<i>✓</i>		" " in way of Bridge, Angle, [or]	<i>21"</i>	
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>21"</i>	
" " Flat Plate Keel Angles	<i>✓</i>		Second Deck, amidships, Angle, [or]	<i>✓</i>	
Side Keelsons, No. each side	<i>✓</i>		Spacing	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>✓</i>		Third Deck, amidships, Angle, [or]	<i>✓</i>	
" " Angles	<i>✓</i>		Spacing	<i>✓</i>	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]	<i>✓</i>	
Solid Floors, thickness and spacing	<i>26 x 28</i>	<i>Every page See letter</i>	Spacing	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>None well</i>		R.Q.D. Paop Deck, Angle, [or]	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>None</i>		Spacing	<i>21"</i>	
" " breadth and thickness at margin plate	<i>None</i>		Bridge Deck, Angle, [or]	<i>✓</i>	
			Spacing	<i>✓</i>	
			Forecastle Deck, Angle, [or]	<i>✓</i>	
			Spacing	<i>21"</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.....	<i>None.</i>		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	✓	
„ in Holds „ „	✓		Thickness of Plating within line of openings...	✓	
„ „ „ „ „			If Sheathed, material and thickness	✓	
Centre Line Bulkhead.	<i>None</i>		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.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	<i>64" x .36</i>	<i>+ .02</i>	If Plated, state thickness	✓	
„ „ „ „ in way of Bridge	<i>Break .38</i>	<i>+ .02</i>	R.O.D. Deck.		
„ Angle in Wells	<i>None welded.</i>		Stringer Plate, breadth and thickness	<i>64" x .32</i>	<i>+ .02</i>
Thickness of Plating abreast Deck openings in way of Wells	<i>.36</i>	<i>+ .02</i>	Plating, Sheathing, material and thickness	<i>.29 No sheathing</i>	
Thickness of Plating abreast Deck openings in way of Bridge			Bridge Deck.		
Thickness of Plating within line of openings...	<i>.31</i>	<i>+ .02</i>	Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness			Plating, Sheathing, material and thickness ..	✓	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	✓		Stringer Plate, breadth and thickness.....	<i>all .30</i>	
			Plating, Sheathing, material and thickness ..	<i>No sheathing</i>	

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i>			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	<i>38"</i>	<i>.44</i>	<i>.40</i>	<i>.40</i>	✓	<i>Double.</i>	<i>3/4</i>	<i>3"</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>Welded.</i>	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes <i>2</i>	<i>62"</i>	<i>.33</i>	<i>.29</i>	<i>.29</i>	✓	<i>Single.</i>	<i>3/4</i>	<i>3"</i>	<i>Two</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped.</i>	
BILGE PLATING, No. of Strakes <i>1</i>	<i>52"</i>	<i>.33</i>	<i>.29</i>	<i>.29</i>	✓	<i>Single.</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>1</i>	<i>59 1/2</i>	<i>.33</i>	<i>.29</i>	<i>.29</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells..... <i>R.O.D.</i>	<i>48"</i>	<i>.48</i>	<i>.29</i>	<i>.29</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>Three + two</i>	<i>3/4</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge ... <i>R.O.D.</i>	<i>47 1/2</i>	<i>.46</i>	<i>.29</i>	<i>.29</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>Two</i>	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>59 1/2</i>	<i>.33</i>	<i>.29</i>	<i>.29</i>	<i>as shown on approved plan see letter</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ... <i>R.O.D.</i>	<i>48"</i>	<i>.38</i>	<i>.29</i>	<i>.29</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...			<i>.24</i>										
FORECASTLE SIDE PLATING			<i>.36</i>			<i>Single</i>	<i>3/4</i>	<i>3"</i>	<i>One</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>2 WT. 2 O.T.</i>
Extending to Upper Deck (Sec. 3 c)	<i>3 B H</i>
„ Deck next below	<i>—</i>
As per Rule	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	<i>M.S.</i>	<i>6" x 1 1/8</i>		
STERN FRAME	Propeller Post	<i>FORGING 5 3/4 x 3 1/4</i>		
	Rudder „	<i>-</i>		
Speed of Vessel	<i>Not exceeding 10 knots</i>			
RUDDER—Type	<i>Simple Balance Type</i>			
„ A x D	<i>92</i>			
„ Diam. of head	<i>120 M</i>			
„ Mainpiece at top pintle	✓			
„ „ heel ...	<i>110 M</i>			
„ how constructed	<i>Stream line turn up & welded</i>			
„ double or single plate coupling, vertical or horizontal	<i>1 vertical 1 horizontal</i>			

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D , Upper tween decks		<i>for Bulkhead Scantlings</i>			
„ „ Second „		<i>See letter Bns 12/2/37</i>			
„ „ Third „					
„ „ Holds	<i>.30</i>	<i>4 x 3/8 PLATE</i>	<i>32"</i>	<i>-</i>	<i>-</i>
COLLISION „ (in Hold)	<i>.34</i>	<i>6 x 3/8 "</i>	<i>24"</i>	<i>21" x 30 Plate</i>	<i>from</i>
AFTER PEAK „ „	<i>.30</i>	<i>7 x 7/8 "</i>	<i>"</i>	<i>-</i>	<i>-</i>

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Appley Ironworks Ltd & Co. The Crown Iron & Steel Co. Ltd. Suman's Martin open hearth process</i>
	Has the Steel been tested as required by the Rules?	<i>Yes</i>

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.)

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

+100 A1 Part electrifying vessel including deck, and bulks of keel

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	3 rd Bower	Anchor Head	4-3-10	A. Pascual	N°4306	17/4/36
	2nd "	"	5-1-25	A. Bennett	6689	28/1/32
	1st "	"	6-3-9	M.A. Black	4292	26/3/29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 96.7 ft., Bridge ☒ ft., Forecastle 20.5 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 One deck. Steel
Official No. 163872; Signal Letters Is bottom of vessel coated with cement No if not give particulars of composition All cement wash except the engine space which is Bitumastic

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Where Fitted.	Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	49.0	81	Fore peak tank,	14.0	34
Double bottom, under Engines and Boilers,	✓		After peak tank,	15.0	43
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓	
Double bottom, forward,	45.6	50.76	Other tanks, if fitted,	✓	
	Total capacity of double bottom 131.76		(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 33
Date 20th Feb. 1936

Dates of Surveys held while building

1936 May 8. 12. 22 June 4. 12. 17. 25. 29. 30 July 7. 8. 23. 29.
Aug. 7. 11. 13. 14. 20. 24. 26. 27. 28. Sept 7. 14. 19. 22. 23. 30 Oct. 12. 14. 15. 21.
24. 27. 28. 29. Nov. 7. 16. 17. 19. 20. Dec. 21. 22.

Total No. of Visits 43