





## 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.
<b>PILLARS, No. of Rows.....</b>	<i>Three</i>	✓	Stringer Plate, breadth and thickness in way of Bridge .....	<i>54 x .42</i>	
„ in 'tween Decks, Size and Spacing.....	<i>Intercostal girders, pillars spaced about 4 frame spaces apart</i>		Thickness of Plating abreast Deck openings in way of Wells .....	<i>.46</i>	
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.38</i>	
„ in Holds „ „		✓	Thickness of Plating within line of openings..	<i>.34 .38</i>	
„ „ „ „ „			If Sheathed, material and thickness .....	✓	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....	<i>54 x .34</i>	
Plating, thickness of .....	✓		If Plated, state thickness.....	<i>.30</i>	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	<i>54 x .34</i>	
Stringer Plate, breadth and thickness in Wells	<i>76½ x .94</i>	✓	If Plated, state thickness .....	<i>.30</i>	
„ „ „ „ in way of Bridge	<i>61 x .50</i>	<i>app. 54 x .50</i>	<b>Poop Deck.</b>		
„ Angle in Wells .....	<i>6 6 .94</i>	✓	Stringer Plate, breadth and thickness .....	✓	
Thickness of Plating abreast Deck openings in way of Wells .....	<i>.68 .62</i>	✓	Plating, Sheathing, material and thickness ..	✓	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.46</i>	✓	<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	<i>.48 .35</i>	✓	Stringer Plate, breadth and thickness.....	<i>65 x .54</i>	
If Sheathed, material and thickness .....	<i>3½ pins</i>	✓	Plating, Sheathing, material and thickness ..	<i>48 .46 .2½ plank</i>	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	<i>54 x .50</i>	✓	Stringer Plate, breadth and thickness.....	<i>44 x .36</i>	<i>41 x .36 app.</i>
			Plating, Sheathing, material and thickness ..	<i>.32 3 plank.</i>	

## 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.	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>59</i>	<i>94</i>	<i>88</i>	<i>88</i>	✓	<i>Double</i>	<i>1</i>	<i>3 3/4</i>	✓	<i>Four</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>	
„ DBLG. (if any)	✓													
BOTTOM PLATING, No. of Strakes <i>Four</i> .....		<i>73</i>	<i>50</i>	<i>56</i>	<i>60</i>	✓	<i>"</i>	<i>1</i>	<i>3 3/4</i>	✓	<i>"</i>	<i>1</i>	<i>4</i>	<i>"</i>
BILGE PLATING, No. of Strakes <i>Four</i> .....		<i>73</i>	<i>56</i>	<i>56</i>	<i>56</i>	✓	<i>"</i>	<i>1</i>	<i>3 3/4</i>	✓	<i>"</i>	<i>1</i>	<i>4</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>Four</i> .....		<i>71</i>	<i>52</i>	<i>52</i>	<i>52</i>	✓	<i>One double to triple</i> <i>Two double</i> <i>One double</i>	<i>3/8</i> <i>3 1/10</i> <i>3 1/10</i>	<i>3</i>		<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>65</i>	<i>88</i>	<i>52</i>	<i>52</i>	✓	<i>"</i>				<i>Three</i>	<i>1</i>	<i>4</i>	<i>Strapped</i>	
UPPER DECK, Sheer- strake in Bridge ...		<i>72</i>	<i>"</i>	<i>"</i>	✓	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>		<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>	
STRAKE BELOW Sheer- strake in Wells.....	<i>67</i>	<i>80</i>	<i>52</i>	<i>52</i>	✓	<i>"</i>	<i>1</i>	<i>3 3/4</i>		<i>"</i>	<i>1</i>	<i>4</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Bridge ...		<i>72</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>7/8</i>	<i>3 3/4</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
POOP SIDE PLATING .....														
BRIDGE SIDE PLATING ... <i>Sheer strake</i>	<i>71</i>	<i>72</i>	<i>"</i>	<i>48</i>	✓	<i>"</i>	<i>7/8</i>	<i>3 3/4</i>	✓	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
FORECASTLE SIDE PLATING						<i>Double</i>	<i>7/8</i>	<i>4 1/8</i>	✓	<i>Double</i>	<i>7/8</i>	<i>3 3/8</i>	<i>"</i>	

## WATERTIGHT BULKHEADS.

**Total No. of W.T. BULKHEADS in Vessel—**

Extending to Upper Deck (Sec. 3 c)

Deck next below

As per Rule

STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD</b>	3rd. 60 Upper tween decks	.26	4 x 2 1/2 = 28	60	30	/
"	" Second "	.30	5 1/2 x 2 1/2 = 36	60	30	/
"	" Third "					
"	" Holds .....	44 - 32	2 x 42 x 3 1/2 = 81	60	30	/
<b>COLLISION</b>	" (in Hold) .....	44 - 32	9 x 3 x 46	60	24	3 semibox beams
<b>AFTER PEAK</b>	" .....	48 - 50 - 30	10 x 3 1/2 = 52	60	24	Tunnel deck.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	✓			
<b>STEM</b> .....	C.S.	as appd.	Carrington	
<b>STERN FRAME</b> {	C.S.	do	Steel Co.	
Propeller Post	C.S. in	do	Scotland	
Rudder	3 portions	do		
<b>Speed of Vessel</b> .....	16 Knots			
<b>RUDDER—Type</b> .....	Balanced			
" <del>A+B</del> .....	224 f.			
" Diam. of <del>heart</del> <sup>Stock</sup> .....	F.S.	15 1/2"	W Lomas	
" Mainpiece at top pintle	C.S.	do	Steel Co.	
" " heel	box shape	appd.	Scotland	
" how constructed .....	Built			
" double or single plate	Double			
" coupling, vertical or	Vertical			
" horizontal .....				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Colvilles Ltd., Steel Co. of Scotland, Skinningrove Iron Wks

Has the Steel been tested as required by the Rules?

Yes

Vertical

Lloyd's Register  
Foundation



EQUIPMENT No										LETTER <i>St</i>	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.					
94905	1st Bower ...	110	1	0	Stock			71	7	2	0		Dreadnought Type (Forged ON most steel Shank U.W.S.)	S. Taylor Sons (Brinkley Hill)	L.P.H.N. 3.2.36. H. Green		
94904	2nd " ...	110	0	0	"			71	0	0	0				"	"	"
94903	3rd " ...	109	3	21	"			71	0	0	0						
	Collective weight.	330	0	21								311					
94900	Stream .....	33	3	0	9	1	14	31	8	3	0	32½	Rodgers	do	L.P.H.N. 3.2.36. H. Green.		
HAWSEERS AND WARPS																	

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.		Ins.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					Length.	Ins.		Length.	Ins.	
87805	330	2½	163½	228½	1160	1.5		330	2½	Steel Link Taper	S. Taylor Sons	L.P.H.N. 3.2.36. <i>H. Green</i>	TOWLINE	130	7	130.7	130	6½	
87846	Two 2 open link attachm				6.0.0							L.P.H.N. 30.1.36 "	HAWSERS & WARPS	6 @ 100	3½	25.7	4 @ 120	2¾	
87863	2 open link attachment Cir.				2.3.22							L.P.H.N. 15.6.35 Ref.	"						
Iron Stream Chain Steel Wire	120	6		99.1				120	6½		Br. Rogers Ltd.	Ced. dated 28.4.36	"						

Steering Gear, *Steam* *Nasties Hydro-electric* Steering Gear, *Hand* *Power units in duplicate.*  
 Boats *8 @ 30.15 x 9.7 x 4.2* *Efficient.* Steering Chains, Size and Test *Telemotor control* Windlass *Electric.*  
*2 @ 25.0 x 8.5 x 3.6*  
*2 @ 26.0 x 8.0 x 3.4*  
 Ceiling in Holds, thickness and material *2½" M.P. + insulation* Cargo Battens, thickness, material and spacing *2" M.P. @ 9" + insulation*  
 Cargo Hatchways. (Upper Deck) *Steel plates + sections* Thickness of Hatches *3"*  
 Size of No. 1 Hatchway (Forward) *17'0" x 16'0"* No. 2 *30'3" x 16'0"* No. 3 *19'3" x 16'0"* No. 4 *22'0" x 16'0"* No. 5 *18'1" x 16'0"* No. 6 *✓*  
 Number of Shifting Beams and/or Fore and Afters *Nº 1: 3, 5: Three Nº 2: Five Nº 4: Four*  
 For HARLAND AND WOLFF, LIMITED.

Builder's Signature *Chastayne*  
 DIRECTOR.

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 *motorship*.  
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *No.* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*Oil fuel, flash point above 150°F, is carried in deep bunkers forward of the auxiliary engine room, & also in the double bottom under oil fuel bunkers and in way of auxiliary engine room.*  
*This vessel has been constructed in accordance with the approved plans and Secretaries' letters of various dates, and in general conformity with the Society's Rules for the class contemplated. The materials and workmanship are good. All double bottom tanks and cofferdams, fore and after peak tanks, deep fresh water tanks and oil fuel bunkers have been tested under water pressure to Rule requirements and found satisfactory. Weather decks, watertight bulkheads, & watertight flats have been hose-tested. Steering gear, windlass, anchor, M.T. doors & bilge suction have been tested under working conditions & found efficient.*  
*The freeboards assigned to the vessel have been marked, verified & cut in on the sides, and the certificate & copy issued.*

The amount of Entry Fee ..... £ 12 : 0 : 0  
 Special Survey Fee.... £ 512 : 11 : 9  
*Freeboard* 20 : 0 : 0  
 Travelling Expenses, if any £ : :  
 Fees applied for, *1st Sept, 1936*  
 Received by me, *12.9.36*  
*14/9*

(Special notations, where part of class, to be stated.)  
 I am of opinion the Vessel should be Classed *+100A1 with freeboard.*

State whether the Vessel has been built under Special Survey *Yes*  
 Certificate to be sent to *Bel.* Date of issue *15/9/36*

Signature *J.B. Coocks*  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Character assigned *TUE. 8 SEP 1936*  
*+ 100A1*  
*With freeboard*

*White Bel* *Lloyd's arch.* *+ Lm. @ 8.36*  
*2 DB. - 100th*  
*Oil Eng. Ch.*

W383-0029 2/2



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 sister to the M.V. "DUNNOTAR CASTLE", Messrs Harland & Wolff's N° 959, see Bel. report N° 11767.

The following casting or forging reports are enclosed: For foot casting, Forged Stem bar, Cast steel Stem frame and Propeller brackets, Cast Steel Rudder frame, Forged Steel Rudder Stock. The Midship Section as built is as for the sister vessel. Approved plans as per attached list are forwarded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *Cruiser stern; (P); Refrig. machs; D.F., E.S.D., Sub. Sig; oil engs.*

Particulars of <del>Drop Test of</del> <i>Forged</i> Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	<i>Ancho Head, Fittings &amp; Pins</i>	<i>73.1.0</i>	<i>Shank</i>	<i>37.0.0</i>
	2nd "	"	<i>71.1.0</i>	"	<i>38.3.0</i>
	3rd "	"	<i>73.0.0</i>	"	<i>36.3.21</i>

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge *234.2* ft., Forecastle *95.6* 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 *Three dks (ste); 4<sup>th</sup> dk (ste) except in after hold.*

Official No. *164702* : Signal Letters *G Y X G*. Is bottom of vessel coated with cement *Clear of oil fuel, yes* if not give particulars of composition.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	<i>132</i>	<i>600</i>		Fore peak tank,	<i>27</i>	<i>98</i>	
Double bottom, under Engines and Boilers,	<i>-</i>	<i>-</i>		After peak tank,	<i>26</i>	<i>230</i>	
Double bottom, if under Engines only,	<i>77</i>	<i>423</i>		Deep tank, aft, <i>F.W. wing tanks.</i>	<i>25</i>	<i>196</i>	
Double bottom, if under Boilers only,	<i>-</i>	<i>-</i>		Deep tank, forward,	<i>-</i>	<i>-</i>	
Double bottom, forward,	<i>207.5</i>	<i>795</i>		Other tanks, if fitted,	<i>-</i>	<i>-</i>	
	Total capacity of double bottom	<i>1818</i>		(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. *852*

Date *5 Jan. 1935.*

Dates of Surveys held while building

*1935*  
*Feb 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Mar 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Apr 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. May 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Jun 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Jul 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Aug 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Sep 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Oct 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Nov 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Dec 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.*

Total No. of Visits *159*