

Depth

Yes

004321-004325-0261 1/2

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>Three</i>				Stringer Plate, breadth and thickness in way of Bridge	<i>70</i>	<i>48</i>	<i>44</i>	
<i>In way of Bridge</i>	<i>3 1/2, 3 3/4, 4 1/2, 5 1/2 dia</i>				Thickness of Plating abreast Deck openings in way of Wells	<i>44</i>	<i>40</i>	<i>40</i>	
" in 'tween Decks, Size and Spacing.....	<i>Spaced 6'-9"</i>				Thickness of Plating abreast Deck openings in way of Bridge		<i>40</i>		
<i>Clear of Bridge</i>	<i>3 1/2, 3 3/4, 4 1/2, 5 dia</i>				Thickness of Plating within line of openings...	<i>36</i>	<i>40</i>	<i>34</i>	
" " " " " "	<i>Spaced 6'-9"</i>				If Sheathed, material and thickness	<i>5 x 2 1/2 PP in Accu for draft</i>			
" in Holds <i>In way of Bridge</i>	<i>5 3/4</i>		<i>6'-9"</i>			<i>1 1/2 Asphalt Emulsion space</i>			
" <i>Clear of Bridge</i>	<i>5 3/8</i>		<i>6'-9"</i>		Third Deck.	<i>70 x 42 to 41 x 38</i>			
Centre Line Bulkhead.					Stringer Plate, breadth and thickness.....	<i>70 x 34 in Bridge</i>			
Stiffeners and Spacing.....					If Plated, state thickness.....	<i>38 to 34</i>			
Plating, thickness of						<i>30 in Bridge</i>			
STRINGERS AND DECKS.					Fourth Deck.	<i>70 x 34 to 41 x 34</i>			
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	<i>70 x 34 to 41 x 34</i>			
Stringer Plate, breadth and thickness in Wells	<i>74</i>		<i>88</i>		If Plated, state thickness	<i>30</i>			
" "									

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			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	62	1 1/2	9 1/4	9 7/8		Double	1 1/4	4 3/4	5	1 1/4	5 1/2	Lapped.	
<i>In way of Keel</i>	62	1 1/2	1 1/2	✓		"	1 1/4	4 3/4	5	1 1/4	5 1/2	do	
<i>Base (if any)</i>	7 1/2	70	70	20 1/2		"	7/8	3 3/8	4	7/8	3 1/2	do	
BOTTOM PLATING, No. of Strakes	70 1/2	70	6 1/4	6 1/4		"	7/8	3 3/8	4	7/8	3 1/2	do	
BILGE PLATING, No. of Strakes	70 1/2	70	10 1/2	20 1/2		"	7/8	3 3/8	4	7/8	3 1/2	do	
SIDE PLATING, No. of Strakes	70 1/2	70	40 1/2	20 1/2		"	7/8	3 3/8	4	7/8	3 1/2	do	
UPPER DECK, Sheer-strake in Wells.....	80	✓	10 1/2	10 1/2		"	1 7/8	3 1/2 + 3 3/8	5 to 4	1 1/2 to 7/8	5 1/2 to 3 1/2	do	
UPPER DECK, Sheer-strake in Bridge ...	80	70	✓	✓		"	7/8	3 3/8	4	7/8	3 1/2	do	
STRAKE BELOW Sheer-strake in Wells.....	77 1/2	✓	80 1/2	80 1/2		"	1 7/8	3 1/2 + 3 3/8	4	1 7/8	4 + 3 1/2	do	
STRAKE BELOW Sheer-strake in Bridge ...	77 1/2	70	✓	✓		"	7/8	3 3/8	4	7/8	3 1/2	do	
POOP SIDE PLATING	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BRIDGE SIDE PLATING ...	47 66	64 + 68	88	Staked almost open side		Double	1 7/8	3 1/2 + 3 3/8	5 to 4	1	4 1/2 to 4	Lapped	
FORECASTLE SIDE PLATING	✓	✓	46	✓		"	3/4	3	3	3/4	2 5/8	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	<i>One</i>
" Deck next below	<i>Eight</i>
As per Rule	<i>Eight</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings	Spacing.	Scantlings	Spacing.
MIDSHIP BULKHEAD, between decks	<i>27 1/2</i>	<i>26</i>	<i>4 x 4</i>	<i>34</i>	<i>30</i>
" " "	<i>32 1/2</i>	<i>27</i>	<i>5 x 4</i>	<i>34</i>	<i>30</i>
" " "	<i>34 1/2</i>	<i>32</i>	<i>6 x 4</i>	<i>34</i>	<i>30</i>
" " Holds	<i>48 1/2</i>	<i>30</i>	<i>7 x 4</i>	<i>34</i>	<i>30</i>
COLLISION " (in Hold)	<i>48 1/2</i>	<i>30</i>	<i>7 x 4</i>	<i>34</i>	<i>30</i>
AFTER PEAK " "	<i>46 1/2</i>	<i>34</i>	<i>7 x 4</i>	<i>34</i>	<i>30</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Upper</i>	<i>11 x 2 3/4</i>	<i>O. Colville</i>	<i>See plan</i>
STEM	<i>Cast</i>	<i>Open Section</i>	<i>Colville</i>	<i>See plan</i>
STERN FRAME	<i>Propeller Post</i>	<i>Open Section</i>	<i>Colville</i>	<i>See plan</i>
" <i>Rudder</i>	<i>Cast</i>	<i>Open Section</i>	<i>Colville</i>	<i>See plan</i>
RUDDER—A x D.....	<i>Forged</i>	<i>Approved plan</i>	<i>do</i>	
Speed of Vessel.....	<i>15.9 knots</i>			
RUDDER mainpiece at head ...	<i>16" dia</i>			
" " heel	<i>12" dia</i>			
" how constructed	<i>Forged and straight on & keeled</i>			
" double or single plate	<i>Single</i>			
" coupling, vertical or horizontal.....	<i>Horizontal</i>			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)		<i>Open Hearth Process</i>
	<i>Plates & Angles</i>		<i>David Colville & Sons Ltd</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.)

Sister vessel "Highland Chieftain" Belfast Report No 10103.
9 forging & casting reports are forwarded herewith
Verified copies of the approved plans are in the London office

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

1st Bower	62-0-0 (incl. pins)	C.H.S.	1865.	9/2/28
2nd "	63-0-21 (do)	C.H.S.	1862.	9/2/28
3rd "	62-3-0 (do)	C.H.S.	1861.	9/2/28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 186.75 ft., Forecastle 101 ft.
(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) 4 Dks (SH) Upws. 5th Dk (SH) in No 2, 3, 4, & 6 holds.

Official No. 148164 ; Signal Letters

particulars of composition Copperdamers & Dist. Keel painted. Nothing in O.F. double bottom tanks. Is bottom of Vessel coated with cement Yes, except in not give Copperdamers, Dist. Keel & Oil Fuel D.B.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>Motor</i>	143.5	594	Fore peak tank,	26.0	70
Double bottom, under Engines and Boilers, <i>Motor</i>	65.25	328 FW	After peak tank,	20.0	234
Double bottom, <i>Motor</i> under Engines only, Fuel Oil/Water Lub. Oil	67.5	94.5	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only, Oil Fuel	31.5	220	Deep tanks forward, Oil Fuel	31.5	1606
Double bottom, forward,	190.75	756	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		1992.5	(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. 781

Date 17/5/27.

Dates of Surveys held while building

1927
Apr 25 May 11 31 June 8 9 13 24 July 20 Aug 1 4 9 17 18 22 24 31 Sept 27 28 Oct 3 6 10 11 13 19 20 24 25 27 31 Nov 4 18 10 14 17 18 21 23 26 30 Dec 1 5 8 15 20 22 23 24 25 28 29 30 31 Jan 1 7 9 15 20 28 30 Apr 5 11 13 20 24 25 30 May 2 3 4 10 14 21 22 24 25 26 29 30 31 June 4 5 7 8 11 13 14 15 19 21 27 28 29 July 2 3 5 6 11 23 27 30 31 Aug 2 3 7 8 10 14 16 17 21 22 23 24 25 26 29 Nov 1 6 7 12 13 14 23 30 Dec 7 17 31 Jan 2 14 Feb 11 28 Mar 8 20 Apr 10 12 15 16 17 18 26

Total No. of Visits 170

Has the Steel been tested as required by