

STEEL STEAMER or MOTORSHIP.

20 JUN 1928

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

18th June 1928.

Port of

Glasgow

No. 480914

Survey held at

Dalmuir Glasgow

Date First Survey

8th Oct 1926

Last Survey

18th June

1928.

On the

Twin Screw Turbine Steamers "DUCHESS OF ATHOLL"

State Type

(Full scantling Complete Superstructure with or without Tonnage Opening)

Scantlings for an extreme draft of 27' 6"

State Type of Erections

Complete Superstructure with Deck & the Combs and Promenade etc

TONNAGE under Tonnage Deck

8360.61

CLASS

100 A.I.

State if with freeboard as condition of Class

Built at Dalmuir

Launched 23rd Nov. 1927 Yard No. 648

Builders Wm. Beardmore & Co. Ltd.

Owners Canadian Pacific Ry. Co.

Managers Canadian Pacific Steamship Co.

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

Residence Montreal

Port of Registry London

If surveyed while building, afloat, or in dry dock

Yes

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

27' 93" 79

Total

14457.05

Gross Tonnage

20118.73

Register Tonnage

11866.10

REGISTERED DIMENSIONS.

FEET.

Length

582.0

Breadth

78.25

Depth

41.75

Length from fore part of stem to after part of stern

L 580

Breadth

(Greatest moulded)

B 78

Depth

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

D 41

1st Longitudinal Number (L x D)

= 23780

2nd Numeral L x (B + D)

= 67280

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

13.5 Plate 21.25 Edging

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

9.47

Do. Long Bridge to top of keel

12.96

Draught Moulded

26.11

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	39		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	18		" " Vertical Struts		
HIDE FRAMING.			Centre Girder, depth and thickness amidships	50	68 above top of keel
Frame Amidships, Angle <i>E or F</i>	11 3 1/2 42		" " top Angles	(2) 3 1/2 3 1/2 67	3 1/2 x 3 1/2 x 64
" " Extends up to	0 deck		" " bottom Angles	(2) 5 1/2 5 1/2 74	5 x 5 x 72
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	3	56
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	42	67
Depth of Framing Girder	11		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 53	and as appd plans
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or F</i>	8 3 1/2 42		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 6 52	last line
" " Second 'tween Decks, Angle <i>E or F</i>	8 3 1/2 42		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " "	8 3 1/2 42		" " Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle or <i>F or E</i>	9 3 1/2 40	with back angle 3 1/2 x 3 1/2 x 42	Tank Side Brackets, height above base line at top of Frame and thickness	126	54
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1" spaced 5 1/2 x 6 dia		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	64	62
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	but frame double frame etc as per appd plans		Thickness of remainder in Holds	56	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Frames doubled additional Int. Shell increased in thickness as per appd plans		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>	
ANGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	8 x 3 1/2 x 3 1/2 51	
Height of Brackets at side above base line at toe of frame			" " in Wells, Angle <i>E or F</i>	8 x 3 1/2 x 3 1/2 52	
Middle Line Keelson, on Floors, Angles, C or F			" " in way of Bridge, Angle <i>E or F</i>	39	
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, C or F	8 x 3 1/2 x 3 1/2 52	
" " Flat Plate Keel Angles			Spacing	39	
Side Keelsons, No. each side			Third Deck, amidships, Angle, C or F	8 x 3 1/2 x 3 1/2 52	
" " thickness of Intercoastal Plate			Spacing	39	
" " Angles			Fourth Deck, amidships, Angle, C or F	9 x 3 1/2 x 3 1/2 42	
DOUBLE BOTTOM.			Spacing	39	
Solid Floors, thickness and spacing	39	52	Poop Deck, Angle, E or F		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, C or F	8 x 3 1/2 x 3 1/2 52	
" " breadth and thickness at margin plate			Spacing	39	
			Promenade Forecastle Deck, Angle, C or F	8 x 3 1/2 x 3 1/2 52	
			Spacing	39	

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.....	3 rows 7			Stringer Plate, breadth and thickness in way of Bridge	56	.36	
" in 'tween Decks, Size and Spacing.....	Wide apart			Thickness of Plating abreast Deck openings in way of Wells	42 F 48 A		
" " " " " "	Pillar of iron			Thickness of Plating abreast Deck openings in way of Bridge	32		
" in Holds " " " "	as per app plan			Thickness of Plating within line of openings...	32		
" " " " " "				If Sheathed, material and thickness	3/4 at with 1/2		
Centre Line Bulkhead.				Third Deck. E Deck			
Stiffeners and Spacing.....	✓			Stringer Plate, breadth and thickness.....	56	.36	
Plating, thickness of	✓			If Plated, state thickness.....	32		1 1/2" Zirkoid
STRINGERS AND DECKS.				Fourth Deck. F Deck			
Uppermost Continuous Deck. C Deck				Stringer Plate, breadth and thickness.....	56	.36	
Stringer Plate, breadth and thickness in Wells 56 .52 F 48 A				If Plated, state thickness	32		
" " " " " in way of Bridge 56 44				Poop Deck			
" " " " " Angle in Wells 3 3 44				Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings 50 F 48 A				Plating, Sheathing, material and thickness			
in way of Wells				B Deck			
Thickness of Plating abreast Deck openings 42				Bridge Deck. H Deck combined			
in way of Bridge				Stringer Plate, breadth and thickness.....	56	.52	1 1/2" at well for 2" in bridge
Thickness of Plating within line of openings 34				Plating, Sheathing, material and thickness	58 at well forward 50 at 3" Douglas Fir behind Zirkoid & 1/2" to line on Holes		
If Sheathed, material and thickness	2 1/2" Douglas Fir Forward 1 1/2" Zirkoid & 1/2" to line on Holes			A Forecastle Deck.			
Second Deck. D. Deck				Stringer Plate, breadth and thickness	82	.62	
Stringer Plate, breadth and thickness in Wells... 44 F 40 A				Plating, Sheathing, material and thickness	51	2 1/2" Douglas Fir behind 2" Douglas Fir under Holes	

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.									
FLAT PLATE KEEL	60	.96	.86	.86	/	Double	13	4 1/2	4	1 1/8	4 7/8	Strapped	
" DBLG. (if any)		.90	.90	.90					3	1 1/8	4 7/8	Strapped	
BOTTOM PLATING, No. of Strakes82	.58	.76-.86		Double	1	3.9	4	1	4	Lapped	
BILGE PLATING, No. of Strakes82	1.0-.58	.66-.76		"	"	3.9	4	1	4	"	
SIDE PLATING, No. of Strakes80	.54	.54-.74		"	"	3.9	4	1	4	"	
UPPER DECK, Sheer-strake in Wells	O	.68	.48	.64	{ Bulkhead Side		7/8	3 1/4	3	7/8	3 1/8	Lapped	
UPPER DECK, Sheer-strake in Bridge ...	P	.68	.48	.76									
STRAKE BELOW Sheer-strake in Wells	Q	.68	.60	.80	{ Promenade Deck Side		7/8	3 1/4	4	7/8	3 1/2	Lapped	
STRAKE BELOW Sheer-strake in Bridge ...	R	.68	.68	.68									
POOP SIDE PLATING					Strength at breaks as per app's plan								
BRIDGE SIDE PLATING ...					* 2 Strakes high bulkhead landing at each end of main beam								
FORECASTLE SIDE PLATING					1 beam fitted with an additional pair of rivets								

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 10 1/2 inches 1 1/2 inches (11)

Deck next below

As per Rule As appointed

					Plating Thickness.	STIFFENERS.				
						VERTICAL.		HORIZONTAL.		
						Scantlings.	Spacing.	Scantlings.	Spacing.	
B4 No 131 MIDSHIP BULK'D, Upper tween decks					L	26	4½ x 3 x 4	30		✓
"	"	Second	"	C	30	5½ x 3 x 30	30			
"	"	Third	"							
"	"	Holds	L	41 6 33	11 x 8 5 50	30				✓
COLLISION										
"	"	(in Hold)	L	45 6 37	7 x 3 x 4 5 24	30		Semi box beam		
AFTER PEAK										
"	"	"	L	48 6 30	9 x 3 x 50 5 24	30		Double flat		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar.....	<i>Flat</i>	<i>Perli</i>	<i>Keil</i>	
STEM	<i>Roll'd steel</i>	<i>11 x 3</i>	<i>Wohlschlag</i>	
STERN FRAME {	<i>Known part</i>	<i>Cast steel</i>		
Propeller Post	<i>Cast steel</i>	<i>Spigot hole</i>	<i>6-13 1/2"</i>	<i>As per plan</i>
Rudder		<i>W</i>	<i>6-13 1/2"</i>	<i>As per plan</i>
RUDDER—A x D.....		<i>Balanced</i>	<i>Rudder</i>	
Speed of Vessel		<i>17 1/2 Knot</i>		
RUDDER mainpiece at head ...	<i>Cast steel</i>	<i>18 1/2"</i> <i>25"</i>	<i>6-13 1/2"</i>	<i>Hollow steel</i>
" " heel ...		<i>As plan</i>		<i>Solid Cast Steel Rudder</i>
" how constructed	<i>Cast steel</i>	<i>In two pieces bolted</i>		
" double or single plate coupling, vertical or horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open hearth
Wm Beardmore & Co. Dorman Long, Consett, Skinningrove, Lanarkshire, Steel Co. of Scotland, Colville
Eislehoffnungsmühle
 Has the Steel been tested as required by the Rules? Yes

EQUIPMENT No. 77615												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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
89523	1st Bower ...	784	1	28	82	1	28	79	8	3	0		Halls	H. Hingley & Son	Durham 2.12.27 Green
89471	2nd " ...	130	2	8				78	3	3	0		"	"	" 10.11.27 "
89617	3rd " ...	112	2	1				72	2	2	0		"	"	" 18.1.28 "
	Collective weight.	377	2	23								376.0.0			
89470	Stream	66	1	0	Stockless			51	13	0	14	66.0.0	Halls	H. Hingley & Son	Durham 14.11.27 Green

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.	Statutory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.	Cir.									
																			Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.
80542	165	3 3/4	157 1/2	220 1/2	853.1.0	1701.0.0	330	3 1/16	Slind	H. Hingley & Son	Durham 23.9.27	TOWLINE	140	7 1/2	131.6	149	7 1/2										
80634	165	3 3/4	157 1/2	220 1/2	853.2.1				"	"	Durham 14.11.27	HAWSERS & WARPS	150	6 1/2	101.7	150	6 1/2										
80610	2 Bury	Shackle	2 1/2	157 1/2	3.3.16								110	3 1/2	26	(1) 120	3 1/2										
Iron Stream Chain	110	2 1/2	112 1/2	157 1/2	349.2.6	344.2.18	40	2 1/2	Slind	H. Hingley & Son	Durham 23.11.27	HAWSERS & WARPS	110	3 1/2	26	(2) 120	3 1/2										
																		Green	(1) 120	3	18	(2) 120	8	(1) 90	8	(2) 120	8

Steering Gear, Steam *Brown Bros Electric Hydraulic* Steering Gear, Hand ☒

Boats 30 *lifesboat 2 motor lifesboat* Steering Chains, Size and Test ☒ Windlass *Clark Chapman Electric*

Ceiling in Holds, thickness and material *2 1/2 inch mild steel plates* Cargo Battens, thickness, material and spacing *6 x 2 1/2 inch 9' spacing*

Cargo Hatchways, (Upper Deck) *Steel plates 1/2 inch* Thickness of Hatches *3' pine*

Size of No. 1 Hatchway (Forward) *12'6" x 16'0"* No. 2 *15'9" x 18'0"* No. 3 *22'9" x 18'0"* No. 4 *16'3" x 18'0"* No. 5 *16'3" x 18'0"* No. 6 *16'3" x 18'0"*

Number of Shifting Beams and Fore and Afters *no 12 2 hatch steel braced cross as per added plan, 1803 Hatch 3 bolts*

nos 4, 5, 6, 7 Hatch 2 bolts each

Builder's Signature *John Mack* FOR WILLIAM BEARDMORE & CO., LIMITED

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel ☒ (b) whether the vessel, not being 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 stowage point.

The oil fuel is carried in deep tanks at sides of vessel, and across vessel between boiler rooms and in the double bottom under boiler and deep oil fuel tank. Hatch point above 150°F. The requirements of section 35 of the Rules has been complied with.

The vessel has been built in accordance with the approved plan, the Secretary's letter, and in conformity with the Rules for the class contemplated.

The workmanship & materials are good.

The double bottom fresh and salt water tanks, oil fuel tanks, deep oil fuel tanks, deep ballast tank, 2m ballast fuel tanks, deep fresh water tanks, in tunnel, bulkhead, tunnel, weather deck, watertight door & hatch, have been tested as required of the Rules.

Hatchboard cut in on each side and verified.

Deck placed in dry dock bottom & hull cleaned & examined & recoated.

Fitted with Cruiser Stern.

The amount of Entry Fee £ 12 : 0 : 0 Fees applied for, 13. 6. 1928

Special Survey Fee £ 576 : 9 : 8 Received by me, 18. 6. 1928

Travelling Expenses, if any £ :

I am of opinion the Vessel should be Classed *100 A1 with Freeboard* (Corresponding to a draft of 27 ft. 4 in.) Fitted for oil fuel F.P. above 150°F.

State whether the Vessel has been built under Special Survey ☒ Signature *Mr. Hvenna* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GLASGOW* Date of issue *20/6/28*

Committee's Minute *GLASGOW 19 JUN 1928*

Character assigned *100 A1 with freeboard 6.28*

Lloyd's A.C.P.

+ LMC 6.28 7D

Fitted for oil fuel 6.28 F.P. above 150°F.

