

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office.

18 MAR 1931

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

16 March 1930

Port of

Glasgow

No. 51300

Survey held at

Glasgow

Date First Survey

28 March 1930

Last Survey

7 March 1931

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Steel Single Screw Motor Vessel "MACDHUI"

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings)

Complete Superstructure with tonnage opening

State Type of Erections

Ade.

TONNAGE under Tonnage Deck...

2562.80

CLASS +100A1

State if with freeboard as condition of Class *Yes.*

Built at

Glasgow

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

3661.37

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 340.0

Launched 23<sup>rd</sup> December 1930 Yard No. 644

Total

3661.37

Breadth (greatest moulded) B 51.0

Builders Barclay Curle &amp; Co. Ltd.

Gross Tonnage

4561.30

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

D 31.5

Owners Burns Philp &amp; Co. Ltd.

Register Tonnage

2625.76

1st Longitudinal Number (L x D) = 10710

Managers

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

REGISTERED DIMENSIONS. FEET.

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

12.0

Residence 7 Bridge St. Sydney NSW.

Length

341.9

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

10.79

Port of Registry Sydney.

Breadth

51.25

If surveyed while building, afloat, or in dry dock

Depth

21.15

Draught Moulded

21'-11 1/2"

1/2.

## 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.
<b>FRAMES, Spacing amidships</b> .....	29		<b>Bracket Floors, Frame</b> .....		
" " from 3/4 length to Collision bulkhead.....	27		" " Reversed Frame .....		
" " in peaks.....	24		" " Vertical Struts .....		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	36 1/2 x .50	
<b>Frame Amidships, Angle, E or F</b> .....	8 3 1/2 .39		" " top Angles .....	5 5 .50	
" " Extends up to .....	Upper Dk.		" " bottom Angles .....	6 6 .54	
<b>Reversed Frame Amidships, Angle</b> .....			<b>Side Girders, No. each side and thickness</b> .....	One @ .38	
" " Extends up to .....			<b>Margin Plate depth (excl. of flange) and thickness</b> .....	33 x .48	
<b>Depth of Framing Girder</b> .....	8		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem .....	3 1/2 3 1/2 .41	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or F</b> .....	8 3 1/2 .39	6 x 3 1/2 x .41	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem .....	3 1/2 3 1/2 .41	
" " Second 'tween Decks, Angle, E or F	8 3 1/2 .39	6 x 3 1/2 x .41	" " Gussets, spacing and scantling abaft 1/4 len. from stem .....	Continuous .40	
" " Third " " " " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem .....	Continuous .40	
<b>Framing in Peaks, Angle or F</b> .....	6 1/2 3 .42	6 1/2 x 3 x .40	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	6 1/4 x .41	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> .....	7/8 @ 5 1/4		<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b> .....	Yes		<b>Breadth and thickness of Middle Line Strake</b> ..	69 x .46	
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars)	See frame plan		<b>Thickness of remainder in Holds</b> .....	.40	
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars .....	3 Strake shell & thickness 0		<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Tankers and Boiler Room?</b> .....	Yes.	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
<b>Floors, Depth and thickness at mid-line in Holds</b> .....			<b>Uppermost Continuous Deck, amidships, in Wells, Angle, E or F</b> .....	6 x 3 x 3 x .32	.46
<b>Height of Brackets at side above base line at toe of frame</b> .....			" " in way of Bridge, Angle, E or F	9 3 .50	
<b>Middle Line Keelson, on Floors, Angles, E or F</b> .....			<b>Spacing</b> .....	29 x 58	
" " Through Plate or Intercoastal Plate .....			<b>Second Deck, amidships, Angle, E or F</b> .....	10 x 3 1/2 x 3 1/2 x .47	
" " Foundation Plate on Floors .....			<b>Spacing</b> .....	58	
" " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, E or F</b> .....	10 x 3 1/2 x 3 1/2 x .40	
<b>side Keelsons, No. each side</b> .....			<b>Spacing</b> .....	58	
" " thickness of Intercoastal Plate .....			<b>Fourth Deck, amidships, Angle, E or F</b> .....		
" " Angles .....			<b>Spacing</b> .....		
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, E or F</b> .....		
<b>Solid Floors, thickness and spacing</b> .....	38 @ 29		<b>Spacing</b> .....		
" " Are Frame and Reversed Frame joggled? .....	Yes		<b>Bridge Deck, Angle, E or F</b> .....		
<b>Bracket Floors, breadth and thickness at middle line</b> .....			<b>Spacing</b> .....		
" " breadth and thickness at margin plate .....			<b>Forecastle Deck, Angle, E or F</b> .....	9 3 .44	9 x 3 x .38
			<b>Spacing</b> .....	54 x 48	8 x 8 x .40



## 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>				Stringer Plate, breadth and thickness in way of Bridge .....	✓		
„ in 'tween Decks, Size and Spacing.....	<i>Wide</i>			Thickness of Plating abreast Deck openings in way of Wells .....	✓		
„ „ „ „ „	<i>Spaced</i>			Thickness of Plating abreast Deck openings in way of Bridge .....	.33		
„ in Holds „ „	<i>as per</i>			Thickness of Plating within line of openings...	.32		
„ „ „ „ „	<i>Approved plan</i>			If Sheathed, material and thickness .....	<i>Seakoid 2"</i>		
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing.....				Stringer Plate, breadth and thickness.....	<i>75</i> × <i>.38</i>		
Plating, thickness of .....				If Plated, state thickness.....	<i>.34</i>		<i>.30</i>
<b>STRINGERS AND DECKS.</b>				<b>Fourth Deck.</b>			
<b>Uppermost Continuous Deck.</b>				Stringer Plate, breadth and thickness.....	<i>.33</i>		
Stringer Plate, breadth and thickness in Wells.....	<i>75</i>	<i>.40</i>	<i>.38</i>	If Plated, state thickness .....	<i>.35</i>		
„ „ „ „ in way of Bridge.....	✓			<b>Poop Deck.</b>			
„ Angle in Wells .....	<i>5</i>	<i>5</i>	<i>.50</i>	Stringer Plate, breadth and thickness .....	✓		
Thickness of Plating abreast Deck openings in way of Wells .....	<i>.38</i>		<i>.34</i>	Plating, Sheathing, material and thickness ...	✓		
Thickness of Plating abreast Deck openings in way of Bridge .....	✓			<b>Bridge Deck.</b>			
Thickness of Plating within line of openings...	<i>.38</i>		<i>.34</i>	Stringer Plate, breadth and thickness.....	<i>.32</i>		
If Sheathed, material and thickness .....	<i>Seak 2 1/4"</i>			Plating, Sheathing, material and thickness ...	<i>.32</i>		
<b>Second Deck.</b>				<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells...	<i>74</i>	<i>.35</i>		Stringer Plate, breadth and thickness.....	<i>.32</i>		
				Plating, Sheathing, material and thickness ..	<i>.40</i> × <i>.32</i>		<i>.36</i> × <i>.32</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.								
FLAT PLATE KEEL .....	<i>49</i>	<i>.65</i>	<i>.63</i>	<i>.63</i>		<i>Double</i>	<i>7/8</i>	<i>3 3/4</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>
„ DBLG. (if any)	<i>10 74</i>	<i>✓</i>	<i>✓</i>									
BOTTOM PLATING, No. of Strakes <i>20 63</i> .....	<i>30 63</i>	<i>.52</i>	<i>.49</i>	<i>.46</i>		<i>Double</i>	<i>7/8</i>	<i>3 3/4</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>78</i> .....	<i>78</i>	<i>.52</i>	<i>.49</i>	<i>.46</i>		<i>Do</i>	<i>7/8</i>	<i>.</i>	<i>„</i>	<i>7/8</i>	<i>.</i>	<i>„</i>
SIDE PLATING, No. of Strakes <i>10 71</i> .....	<i>20 78</i>	<i>.52</i> <i>.58</i>	<i>.43</i> <i>.47</i>	<i>.45</i> <i>.48</i>	<i>.52</i>	<i>Do</i>	<i>7/8</i>	<i>.</i>	<i>„</i>	<i>7/8</i>	<i>.</i>	<i>„</i>
UPPER DECK, Sheer-strake in Wells.....	<i>10 71</i>	<i>.52</i>	<i>.47</i>	<i>.46</i>		<i>Do</i>	<i>7/8</i>	<i>.</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>72</i>	<i>.75</i>	<i>.43</i>	<i>.43</i>	<i>70 2 .61</i>							
STRAKE BELOW Sheer-strake in Wells.....	<i>72</i>	<i>.58</i>	<i>.43</i>	<i>.43</i>		<i>Double</i>	<i>7/8</i>	<i>3 3/4</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>
STRAKE BELOW Sheer-strake in Bridge ...		<i>✓</i>	<i>✓</i>									
POOP SIDE PLATING .....		<i>✓</i>	<i>✓</i>									
BRIDGE SIDE PLATING ...		<i>✓</i>										
FORECASTLE SIDE PLATING			<i>.40</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>One</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>

## WATERTIGHT BULKHEADS.

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

## STIFFENERS.

	Plating Thickness.				
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks		✓			
„ „ Second „	<i>.26</i>	<i>5 × 3 × .34</i>	<i>30</i>		
„ „ Third „		✓			
„ „ Holds .....	<i>.44</i> × <i>.31</i>	<i>7 × 3 × .39</i>	<i>30</i>		
„ „ (in Hold) .....	<i>.50</i> × <i>.32</i>	<i>7 × 3 × .30</i>	<i>24</i>	<i>Chain (class) flat &amp; Semi Bulkhead</i>	
AFTER PEAK „	<i>.46</i> × <i>.30</i>	<i>4 1/2 × 3 × .30</i>	<i>24</i>	<i>and as approved</i>	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....		✓		
STEM .....	<i>74.5</i>	<i>8 1/2 × 3 1/8</i>		
STERN FRAME { Propeller Post .....	<i>2 Steel</i>	<i>9 1/4 × 6 1/2</i>	<i>Steel Co</i>	
{ Rudder „ .....		<i>8 1/4 × 6 1/2</i>	<i>of Scotland</i>	
RUDDER—A × D .....		<i>322</i>		
Speed of Vessel .....		<i>14 Knots</i>		
RUDDER mainpiece at head ...	<i>Forge</i>	<i>9 3/8</i>	<i>Dunlop</i>	
„ „ heel ...	<i>Steel</i>	<i>7 1/8</i>	<i>Forge Co.</i>	
„ how constructed .....	<i>Single Plate and Shunk on</i>			
„ double or single plate .....	<i>Single 1.05</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) *Open Hearth Process**The Steel Co of Scotland, The Lanarkshire Steel Co, James & Partners, David Colville, Sons & Co, James Dunlop & Co*Has the Steel been tested as required by the Rules? *No.*

Lloyd's Register Foundation







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.)

The plan in way became practically straight. After discussion with the Owners and Builders representatives it was decided to place the vessel in Goran Dry Dock on blocks with smaller cap piece (15' transversely) on subsequent examination it was found that the edge of the keel beam previously affected was fair except very slight set up of 4<sup>th</sup> & 8<sup>th</sup> plate from aft on star side and 6<sup>th</sup> plate port & star; maximum  $\frac{3}{8}$ " All double bottom tanks were examined internally and no evidence of structural disturbance found; a number of spaces were re-caulked and on completion the tanks were tested and found satisfactory. As the vessel's efficiency is not impaired by the slight impairment of the keel beam, it is not considered necessary for this to be dealt with or to be noted in the Special Reasoning.

Norman Brown & Henry Gibbs

List of Plans herewith.

- ✓ Midship Section as built (forwarded in advance)
- ✓ Midship Section (see later plan)
- ✓ Profile
- ✓ Decks.
- ✓ Revised Midship Section
- ✓ Fore End Framing
- ✓ After end Framing
- ✓ Midship Section (for double bottom only)
- ✓ After peak bulkhead
- ✓ Fore peak bulkhead
- ✓ Oil fuel tanks.
- ✓ Houses on Boat Deck.
- ✓ Houses on Promenade Deck
- ✓ Houses on Shelter Deck
- ✓ Revised plan of Motor Seating
- ✓ Tunnel plan
- ✓ Promenade Deck plating
- ✓ Boat Deck plating
- ✓ Stern Frame & Rudder.
- ✓ Revised attachment to main plate
- ✓ Strengthening of keels in Shelter Deckhouse.
- ✓ Pillars & Girders Sheer No. 1.
- ✓ Do " No. 2
- ✓ Pillars & Girders
- ✓ Pillaring in Engine Room
- ✓ Pillars & Girders Sheer No. 3
- ✓ Pillaring at fore & after end of House.
- ✓ Revised plan of pillars & girders & beam knee in Saloon
- ✓ Tellers patent hatch fittings
- ✓ Proposed slotted wood covers of No. 4 & No. 5 hatches
- ✓ Hatch plan
- ✓ Motor Seating
- ✓ Bulwarks and side supports
- ✓ Freeing ports in bulwark at side of Shelter Deck
- ✓ 25/26 Gravity Davit
- ✓ Tiller plan
- ✓ Bilge & Ballast Arrangements
- ✓ Towing & Casting Certificate
- ✓ Stern Frame, Rudder Frame & Tiller

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

1st Bower  
2nd "  
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 34.25 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) 2 Dk (SK) & Shelter Dk (SK-tanks)

Official No. : Signal Letters

Is bottom of Vessel coated with cement Water tanks only if not give

particulars of composition

St. Cem.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	89.42	150	Fore peak tank,	24.5	76
Double bottom, under Engines and Boilers,			After peak tank,	16.9	56
Double bottom, if under Engines only,	45.92	167.5	Deep tank, aft, on top of Tunnel Rear	14.5	105
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	141.66	362	Other tanks, if fitted,		
Total capacity of double bottom		679.5	(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. 6086

Date 28. 2. 30

Dates of Surveys held while building

1930 Mar 28 Apr 7. 15. 17. 18. 24 May 2. 5. 7. 14. 19. 27. 29. 30 June 4. 5. 6. 7. 11. 18. 19. 25. 27. 28  
July 1. 3. 7. 8. 9. 14. 15. 30 Aug 15. 20. 28. 29 Sep. 2. 3. 5. 8. 9. 11. 15. 26 Oct. 1. 2. 6. 7. 9. 13. 14. 15  
21. 22. 24. 28. 29. 31 Nov 3. 5. 6. 10. 13. 14. 17. 19. 20. 21. 24. 25. 26. 27. 28 Dec 1. 3. 4. 5. 8. 9. 10. 12. 15  
17. 19. 23. 30 (1931) Jan 20. 29 Feb. 5. 14. 16. 18. 20. 26. 27. 28 Mar 1. 2. 6. 7 Total No. of Visits 100