

# STEEL STEAMER OF MOTORSHIP

21 NOV 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

Survey held at *Glasgow*

Date First Survey *2 - 11 - 28*

Port of *Glasgow*

Last Survey *19 Nov 1928*

No. *48624*

1928

On the *(State if Machinery fitted Aft and if Single, Double or Screw)*

**S.S. "PRINCESS NORAH"** (Machinery amidships)

State Type *(Full Sailing, Complete Superstructure or 1/2 or without Tonnage Openings)*

*Complete Superstructure Type*

State Type of Erections *From 1st on Super.*

TONNAGE under Tonnage Deck

*1025.08*

CLASS *100 A. 1*

State if with freeboard

*Yes*

Built at

*Glasgow*

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

*820.37*

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

*L 250.0*

Launched *27 Sept 1928* Yard No. *632*

Total

*1845.45*

Breadth (greatest moulded)

*B 48.0*

Builders *The Fairfield S. B. & E. Coy. Ltd*

Gross Tonnage

*2731.28*

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

*D 23.5*

Owners *Canadian Pacific Railway Co*

Register Tonnage

*1579.22*

1st Longitudinal Number (L x D) = *5845*

Managers *do.*

2nd Numeral L x (B + D) = *17875*

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

## REGISTERED DIMENSIONS.

FEET.

Length

*250.10*

Breadth

*48.15*

Depth

*14.25*  
*23.00*

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

*14.0*

Residence *Montreal*

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

*9.8*

Port of Registry *Vancouver*

Do. *Prom. Dk*

*7.6*

If surveyed while building, afloat, or in dry dock

*15.6*

*Yes*

## 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>	<i>26</i>		<b>Bracket Floors, Frame</b>		
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>26</i>		<b>Reversed Frame</b>		
" " in peaks	<i>24</i>		<b>Vertical Struts</b>		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>36 x 42</i>	<i>Rule 33 x 42</i>
Frame Amidships, Angle <i>E or F</i>	<i>7 3 38</i>		" " top Angle <i>Single</i>	<i>3 3 42</i>	
" " <i>Forward of Main Space</i>	<i>7 5 34</i>	<i>Rule 5 x 3 x 33</i>	" " bottom Angle <i>Single</i>	<i>3 3 46</i>	
" " <i>Extends up to deck</i>	<i>6 3 30</i>		<b>Side Girders, No. each side and thickness</b>	<i>One 34</i>	
Reversed Frame Amidships, Angle <i>E or F</i>	<i>3 3 30</i>	<i>3 x 3 x 30</i>	<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>30 x 40</i>	<i>Rule 24 x 4</i>
" " <i>Extends up to</i>	<i>Deck</i>		" " Vertical Angle to Tank side	<i>3 3 34</i>	
Depth of Framing Girder <i>amidships</i>	<i>7</i>		Bracket abaft $\frac{1}{4}$ len. from stem	<i>6 6 50</i>	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or F</i>	<i>5 3 34</i>	<i>Rule 5 x 3 x 33</i>	" " Vertical Angle to Tank side	<i>6 6 50</i>	
" " Second 'tween Decks, Angle <i>E or F</i>	<i>do.</i>	<i>do.</i>	Bracket forward $\frac{1}{4}$ len. from stem	<i>6 6 50</i>	
<b>Third</b>			Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>none</i>	
Framing in Peaks, Angle <i>E or F</i>	<i>5 3 30</i>	<i>Rule 5 x 3 x 28</i>	Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>none</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 dia @ 5"</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>60 x 64 x 38</i>	
State if Frame Joggled	<i>Yes</i>		<b>INNER BOTTOM PLATING.</b>		
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>Stringer and Reversed frames as per app. plan</i>		Breadth and thickness of Middle Line Strake	<i>45 x 40</i>	
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>Bottom frames double riveted 2 1/2" thick 2 1/2" apart 2 1/2" apart 2 1/2" apart</i>		Thickness of remainder in Holds	<i>35 to 33</i>	
<b>SINGLE BOTTOM.</b>			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>	
Floors, Depth and thickness at mid line in Holds			<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships	<i>5 3 30</i>	
Middle Line Keelson, on Floors, Angles, <i>E or F</i>			" " in Wells, Angle <i>E or F</i>	<i>5 3 30</i>	
" " Through Plate or Intercoastal Plate			" " in way of <i>Prom. Dk</i>	<i>5 3 32</i>	
" " Foundation Plate on Floors			Spacing	<i>26</i>	
" " Flat Plate Keel Angles			Second Deck, amidships, Angle <i>E or F</i>	<i>5 3 30</i>	
Side Keelsons, No. each side			Spacing	<i>5 3 32</i>	
" " thickness of Intercoastal Plate			<i>26</i>		
" " Angles			Third Deck, amidships, Angle <i>E or F</i>	<i>5 3 30</i>	
<b>DOUBLE BOTTOM.</b>			Spacing	<i>1 1/2 3 42</i>	
Solid Floors, thickness and spacing	<i>35 @ 26 Rule 34</i>		<b>Fourth Deck, amidships, Angle <i>E or F</i></b>		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing		
Bracket Floors, breadth and thickness at middle line			<b>Poop Deck, Angle <i>E or F</i></b>		
" " breadth and thickness at margin plate			Spacing		
			<b>Ridge Deck, Angle <i>E or F</i></b>	<i>4 1/2 3 28</i>	
			Spacing	<i>5 3 30</i>	
			<b>Forecastle Deck, Angle <i>E or F</i></b>	<i>26</i>	
			Spacing		



# PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Breadth.	Thickness.			Breadth.	Thickness.	
Two rows of widely spaced pillars with deck girders. per app <sup>d</sup> plans							
Centre Line Bulkhead.							
Stiffness and Spacing.....							
Plating, thickness of.....							
<b>STRINGERS AND DECKS.</b>							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	45	30	Rule 45 x 30				
" " " " in way of Bridge							
" " " " Angle in Wells	3 1/2	3 1/2	36				
Thickness of Plating abreast Deck openings in way of Wells			30 Rule 32				
Thickness of Plating abreast Deck openings in way of Bridge			26				
Thickness of Plating within line of openings...			26				
If Sheathed, material and thickness	Sheathed aft 4 x 2 1/2 pine in way of beam 1 1/2 Teak						
Second Deck.							
Stringer Plate, breadth and thickness in Wells...	45	30					
Stringer Plate, breadth and thickness in way of Bridge							
Thickness of Plating abreast Deck openings in way of Wells							
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings...							
If Sheathed, material and thickness	Part laid with 1/2 Teak part bare steel						
Third Deck.							
Stringer Plate, breadth and thickness	45	30					
If Plated, state thickness	29	26					
Fourth Deck.							
Stringer Plate, breadth and thickness							
If Plated, state thickness							
Poop Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness	Promenade Deck						
Promenade Deck.							
Stringer Plate, breadth and thickness	45	30	28				
Plating, Sheathing, material and thickness	Sheathed 3 1/4 pine inside deck						
Forecastle Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							

## SHELL PLATING.

### SCANTLINGS.

### RIVETING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>No.</i>	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 .....	44½	64	62	62	Rule 44½ x 51 - 47	Double	7/8	3¼	Three	7/8	3½	Shipped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of of Strakes <i>Four</i>	X	45	42	42	Rule, ends 41	Double	¾	2⅝	Three	¾	2⅞	Lapped	
BILGE PLATING, No. of Strakes <i>One</i>		45	42	42	do 41	"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes <i>Three</i>		45	41	41		Single	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....	57	48	41	41	Rule 48 x 48	"	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Bridge <i>way from str.</i>		45	41	41		"	"	"	"	"	"	"	
STRAKE BELOW Sheer- strake in Wells.....	42	48	41	41		"	"	"	"	"	"	"	
STRAKE BELOW Sheer- strake in Bridge <i>way from str.</i>		45	41	41		"	"	"	"	"	"	"	
POOP SIDE PLATING.....													
<i>Prom. str.</i> BRIDGE SIDE PLATING...		52 ¾	42			Single	¾	2⅝	Three	¾	2⅞	Lapped.	
FORECASTLE SIDE PLATING													
								</					

### WATERTIGHT BULKHEADS.

### FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel	Six												
Extending to Upper Deck (Sec. 3 c)	Two												
" Deck next below	Four												
As per Rule	6	1 to upper dk, 5 to 2 <sup>nd</sup> deck											
<b>STIFFENERS.</b>													
	Plating Thickness.	VERTICAL.		HORIZONTAL.									
		Scantlings.	Spacing.	Scantlings.	Spacing.								
MIDSHIP BULKHD, Upper two decks													
" " Second													
" " Third													
" " Holds		40-26	7 1/2 x 3 1/4	28 1/2									
COLLISION " (in Hold)		47-34	7 1/2 x 3 1/4	24									
AFTER PEAK "		42		5 1/2 x 3 1/4	36								

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	(Open Hearth Process)
	Consett Iron Co. Beardmore & Co. D. Colville & Sons, Carnegie & Co. South Durham Steel & Iron Works	
	Has the Steel been tested as required by the Rules?	Yes



EQUIPMENT No. 20131-1

LETTER S

ANCHORS.

LETTER 3														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.					
90209	1st Bower ...	36	3	10	Stockless			33	13	1	21	36 <sup>2</sup> / <sub>3</sub>	Halls Improved Type		Hingley & Sons	Netherton 21/10/28	Green
90208	2nd „ ...	36	3	5	do.			33	13	1	21.	36 <sup>2</sup> / <sub>3</sub>	do.		do.	do.	do.
90205	3rd „ ...	86	2	21	do.			33	11	3	14	36 <sup>2</sup> / <sub>3</sub>	do.		do.	do.	20/8/28 do.
	Collective weight.	110	1	8								110					
90201	Stream .....	10	0	9	2	2	19	12	2	0	21	10	Ordinary		do.	do.	15/8/28 do.

## 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.		Supplied.	Per Rule.	Cwts.						Length.	Cir.		Length.	Cir.
90120	120	1 <sup>13</sup> / <sub>16</sub>	59 <sup>1</sup> / <sub>2</sub>	52 <sup>3</sup> / <sub>4</sub>	201.1.10		397 <sup>3</sup> / <sub>4</sub>	240	1 <sup>13</sup> / <sub>16</sub>	Shuk Link	Hingley & Sons	90	4	43-6	90	4
90134	120 <sup>5</sup> / <sub>8</sub>	do	do	do	201.1.4			do	do	do. do. do.	do.	2-90	7	44-6	2-90	7
												2-90	6	do	2-90	6
on Stream	75	4 <sup>1</sup> / <sub>4</sub>	58.5					45	4 <sup>1</sup> / <sub>4</sub>	Shuk Wire	British Ropes Ltd					

Steering Gear, Steam and Hand, by Harrie &amp; Co.

Steering Gear, Hand Efficient

Boats Six

Steering Chains, Size and Test none

Windlass Steam by Clarke Chapman &amp; Co.

Ceiling in Holds, thickness and material none

Cargo Battens, thickness, material and spacing 2" pine, 6" spaces

Cargo Hatchways.—(Upper Deck) 33 x 50 Shuk Coamings

Thickness of Hatches 3" th. N.1 hatch fitted with hinges Shuk cover

Size of No. 1 Hatchway (Forward) 13'0" x 12' No. 2 10'10" x 12' No. 3 8'8" x 10' No. 4

No. 5

No. 6

Number of Shifting Beams and/or Fore and Afters N.1 hatch. Stiffeners Shuk cover; N.2 and 3 hatches, 1 web

Builder's Signature

MANAGER.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Yes (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.

This vessel has been built in accordance with approved plans, the Secretary's letters of various dates, and in general conformity with the Rules for the class contemplated. The materials and workmanship are good. Provision has been made for the carriage of oil fuel in properly constructed tanks in way of boiler space, and these have been tested under water pressure as required by the Rules with satisfactory results. The Society's Rules for the carriage of oil fuel have been complied with as far as they apply. The double bottom tanks, also forward and after peak tanks, have been tested under water pressure with satisfactory results. The weather decks, bulkheads, and the tunnel W.T. flat, have been satisfactorily hose tested. The freeboards have been marked on the vessel's sides, verified, and cut in. The Official number will be assigned in Canada, and the Society's Surveyor at Vancouver has been asked to see that this number is inscribed on the freeboard certificates.

The amount of Entry Fee £ 6 : 0 : 0

Fees applied for 20 NOV 1928

Special Survey Fee £ 211 : 11 : 0

Hubond

Travelling Expenses, if any £

Received by me,

25-1-29

I am of opinion the Vessel should be Classed

100 A.I. with

Hubond.

Fitted for oil fuel 11.28. F.P. above 150°F.

State whether the Vessel has been built under Special Survey

Yes

Signature

George Nicol

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

GLASGOW

Date of issue

Committee's Minute

GLASGOW 20 NOV 1928

Character assigned

100 A.I.

with freeboard

11.28.

British Columbia Coasting Service

Lloyd's A.C.P.

Fitted for oil fuel 11.28. F.P. above 150°F.

Glasgow. 27 Nov. 1928.

100 A.I.

with freeboard

11.28.

Delete notation of

British Columbia

Coasting Service

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Lloyd's Register Foundation

0289212



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.)

List of Plans forwarded

- ✓ Midship Section as approved
- do vessel as built
- ✓ Profile
- ✓ Tank top, Orlop, and Main decks
- ✓ Upper Promenade, and Boat decks
- ✓ Bulkhead Profile
- ✓ Pillaring Arrangements (Sheets 1 and 2)
- ✓ Cargo Hatches
- ✓ Fore end framing
- ✓ After end Sections
- ✓ Stern frame and Rudder
- ✓ Scarphed coupling for Rudder
- ✓ Bow Rudder
- ✓ Quadrant and tiller
- ✓ Stern Cant and Rudder Hunk
- ✓ Houses and Casings on upper deck
- ✓ Fuel Oil Tanks
- ✓ Engine & Boiler Casings
- ✓ Steel casing on Promenade deck
- ✓ Casings on Main deck, exclusive of Engine & Boiler Casings
- ✓ Bilge & Ballast Arrangements
- ✓ Mast plan

Reports

Tiller  
Rudder forgings, Stem Casting; also bow rudder forging  
Quadrant  
Stern Frame  
Crosskeel

Note: The scantlings of items marked thus  $\times$  have been increased, as shown, in order to entitle the vessel to the freeboard corresponding to the maximum draft which could be assigned as a complete superstructure vessel. See Secretary's letter dated 19<sup>th</sup> Mar. 1928.

Particulars of Drop Test of Cast Steel Anchors, viz. :—	1st Bower	23. 2. 6	J.D. 1380,	14. 2. 28
Weight, Surveyor's Initials,	2nd "	23. 1. 18	S.D.N. 1477.	4. 4. 28
Number of Certificate, Date of Test.	3rd "	24. 0. 6	S.D.N. 1418	16. 3. 28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop  $\sqrt$  ft., R.Q.D.  $\sqrt$  ft., Promenade deck  $\sqrt$  ft., Bridge  $\sqrt$  ft., Forecastle  $\sqrt$  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) 3 decks  $\sqrt$ , upper deck  $\sqrt$  w.s.

Official No.  $\sqrt$  ; Signal Letters  $\sqrt$  Is bottom of Vessel coated with cement if not give particulars of composition Cement fillets at seams - plating coated with Rosinonite

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	36.83	28	Fore peak tank,	13	36
Double bottom, under Engines and Boilers,	64.11	173	After peak tank,	24	42
<del>Double bottom, if under Engines only</del>			Deep tank, aft,		
<del>Double bottom, if under Boilers only</del>			6 Oil tanks in H. Space		
Double bottom, forward,	73.66	123	Containing 269 tons		
Total capacity of double bottom		324	Other tanks, if fitted,		

(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. 5944

Date 1. 10. 28

Dates of Surveys held while building

1928 Apr 2. 10. 17. 23 May 2. 11. 15. 18. 22. 24. 30 June 4. 7. 15. 22. 25 July 3. 5. 6. 24. 28. 27. 30 Aug 1. 3. 13. 14. 20. 22. 27. 29. 31 Sep 4. 5. 6. 7. 12. 13. 14. 17. 18. 19. 20. 21. 26. 27 Oct 1. 2. 3. 9. 11. 12. 17. 18. 19. 23. 24. 26. 30 31 Nov 1. 2. 6. 8. 12. 19

Total No. of Visits 66