

## STEEL STEAMER or MOTORSHIP.

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

1<sup>ST</sup> NOVEMBER 1946. Port of **GREENOCK.**

No. 23407

Survey held at **PORT GLASGOW**Date First Survey **28<sup>TH</sup> JUNE 1944.**

Last Survey

**17<sup>TH</sup> OCTOBER 1946.**

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

**SINGLE SCREW TURBO-ELECTRIC - BEAVERLAKE -**

MCHY AMIDSHIPS.

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

**COMPLETE SUPERSTRUCTURE WITHOUT TONNAGE OPENING**State Type of Erections **POOP & FORECASTLE**

TONNAGE under Tonnage Deck

**8876.43**CLASS **\*100A1.**State if with freeboard as condition of Class **YES**Built at **PORT GLASGOW.**

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) **L 465.0**Launched **MAY 20<sup>TH</sup> 1946** Yard No. **1003**

Total

Breadth (greatest moulded) **B 64.0**Builders **LITHGOWS LTD**

Gross Tonnage

**9824.29**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 40.12**Owners **CANADIAN PACIFIC RAILWAY CO**

Register Tonnage

**5817.93**1st Longitudinal Number (L x D) **= 18655**Managers **CANADIAN PACIFIC STEAMSHIPS LTD**

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

2nd Numeral L x (B + D) **= 48415**Residence **8 WATERLOO PLACE LONDON S.W. 1.**

## REGISTERED DIMENSIONS.

FEET.

Length

**476.0**

Breadth

**64.35**

Depth

**40.05**Framing Depth "d," at middle of length. See Sec. 3 (1d) **17.3**Proportions—Depth to Length—Uppermost continuous deck to top of keel **18.5**Do. Long Bridge to top of keel **10.9**Draught Moulded **29' 7 3/4"**Port of Registry **LONDON.**

If surveyed while building, afloat, or in dry dock

**BUILDING, Afloat & IN DRY DOCK.**

## 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>	<b>33</b> ✓		<b>Bracket Floors, Frame</b>	✓	
" " from 3/4 length amidships to Collision bulkhead	<b>27</b> ✓		" " Reversed Frame	✓	
" " in peaks	<b>24</b> ✓		" " Vertical Struts	✓	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<b>47 x 58</b> ✓	
Frame Amidships, Angle, E or [ (H.P.)	<b>12 3 1/2 45</b> ✓		" " top Angles	<b>3 1/2 3 1/2 50</b> ✓	
" " Extends up to	<b>2<sup>ND</sup> 3<sup>RD</sup> Dk. ALTERNATELY</b> ✓		" " bottom Angles	<b>5 5 56</b> ✓	
<b>Reversed Frame Amidships, Angle</b>	✓		<b>Side Girders, No. each side and thickness</b>	<b>ONE 42</b> ✓	
" " Extends up to	✓		<b>Margin Plate depth (excl. of flange) and thickness</b>	<b>39 x 58</b> ✓	
<b>Depth of Framing Girder</b>	<b>12</b> ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<b>6 1/2 6 1/2 55 TEE</b> ✓	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or [</b>	<b>8 3 1/2 46</b> ✓	<b>AND AS PER PROFILE</b> ✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	<b>6 1/2 6 1/2 55 TEE</b> ✓	
" " Second 'tween Decks, Angle, E or [	<b>8 3 1/2 46</b> ✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<b>45 CONTINUOUS</b> ✓	
" " Third " " " "	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<b>45 CONTINUOUS</b> ✓	
" " from 1/4 len. for'd. to 15% len. from Stem	<b>12 3 1/2 45 BA</b> ✓		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<b>47 x 48 LEVEL WITH TANK TOP 6-4 x 48 IN DEEP TANKS</b> ✓	
" " in Peaks, Angle or [	<b>9 3 1/2 48</b> ✓		<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<b>7/8 4 3/4 UPTO 3<sup>RD</sup> Dk 5/4 ABOVE 3<sup>RD</sup> Dk</b> ✓		Breadth and thickness of Middle Line Strake	<b>64 x 62</b> ✓	
<b>State if Frame Joggled</b>	<b>YES</b> ✓		Thickness of remainder in Holds	<b>48 INCREASED 08 UNDER HATCHES</b> ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<b>YES</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?	<b>YES</b> ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<b>YES</b> ✓		<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b>	<b>9 3 1/2 44</b> ✓	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, E or [	✓	
Height of Brackets at side above base line at toe of frame			Spacing	<b>33"</b> ✓	
<b>Middle Line Keelson, on Floors, Angles, E or [</b>			<b>Second Deck, amidships, Angle, E or [</b>	<b>11 3 1/2 44</b> ✓	
" " Through Plate or Intercoastal Plate			Spacing	<b>33"</b> ✓	
" " Foundation Plate on Floors			<b>Third Deck, amidships, Angle, E or [</b>	<b>11 3 1/2 46</b> ✓	
" " Flat Plate Keel Angles			Spacing	<b>33"</b> ✓	
<b>Side Keelsons, No. each side</b>			<b>Fourth Deck, amidships, Angle, E or [</b>	<b>9 3 1/2 38</b> ✓	
" " thickness of Intercoastal Plate			Spacing	<b>33</b> ✓	
" " Angles			<b>Poop Deck, Angle, E or [</b>	<b>8 3 3 34</b> ✓	
<b>DOUBLE BOTTOM.</b>			Spacing	<b>30 4 24</b> ✓	
<b>Solid Floors, thickness and spacing</b>	<b>45 EVERY FRAME</b> ✓		<b>Bridge Deck, Angle, E or [</b>	✓	
" " Are Frame and Reversed Frame joggled?	<b>YES</b> ✓		Spacing	<b>33</b> ✓	
<b>Bracket Floors, breadth and thickness at middle line</b>	✓		<b>Forecastle Deck, Angle, E or [</b>	<b>8 3 36</b> ✓	
" " breadth and thickness at margin plate	✓		Spacing	<b>27 x 24</b> ✓	



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.
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			
in 'tween Decks, Size and Spacing.....	TWO ✓	AS APPROVED WIDE SPACED ✓			
" " " " " "	PILLARS GIRDERS IN HOLDS ✓				
in Holds " " " "	TWN DKS. EXTRA GIRDER FITTED FROM FRAME 77 TO 124 UNDER UPPER DECK ✓				
Centre Line Bulkhead. Stiffeners and Spacing.....	NONE ✓				
Plating, thickness of .....	✓				
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in way of Bridge .....	72 x 72 ✓				
" " " " " " in way of Bridge .....	✓				
" Angle in Wells .....	6 6 72 ✓				
Thickness of Plating abreast Deck openings in way of Wells .....	61 ✓				
Thickness of Plating abreast Deck openings in way of Bridge .....	✓				
Thickness of Plating within line of openings.....	43 ✓				
If Sheathed, material and thickness .....	NOT SHEATHED ✓				
Second Deck. Stringer Plate, breadth and thickness in way of Bridge .....	72 x 44 ✓				

SHELL PLATING.													
SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if jogged? <u>No</u>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.		
FLAT PLATE KEEL .....	55	.90	.85	.85		DOUBLE	7/8	3/4	FOUR	1	4	LAPPED	
" DBLG. (if any)	THICKNESS OF BOTTOM SHELL PLATING FROM 1/2" L FOR TO RULE POSITION OF COLL BHP. - 7/8												
BOTTOM PLATING, No. of Strakes <u>FOUR</u>	A } B } C }	.71	1.00	.68 .71 .68		DOUBLE	7/8	3/4	FOUR	7/8	3 1/2	LAPPED	
BILGE PLATING, No. of Strakes <u>ONE</u>	E	.71	1.00	.68		"	7/8	3/4	"	"	"	"	
SIDE PLATING, No. of Strakes <u>FOUR</u>	F } G } H }	.68	1.00	.67 .68 .68		"	"	"*	THREE	7/8	3/8	"	
UPPER DECK, Sheer-strake <u>in Way</u>	83 3/4	.81	.50	.50		✓	✓	✓	FOUR	1"	4"	"	
UPPER DECK, Sheer-strake <u>in Bridge</u>	* SEAM RIVETING INCREASE												
STRAKE BELOW SHEER-strake <u>in Way</u>	* 10-7/8 RIVETS IN 33" SPACE AT TOP BOTTOM'S STRAKE & BOTTOM'S STRAKE												
STRAKE BELOW SHEER-strake <u>in Bridge</u>	85	.72	.50	.50		DOUBLE	7/8	3/4	FOUR	7/8	3/2	LAPPED	
POOP SIDE PLATING	* 8-7/8 R. IN 27" SPACE. BOTTOM'S STRAKE AT TOP BOTTOM'S STRAKE 138-153												
BARGE SIDE PLATING	.42						SINGLE	7/8	3/2	ONE	7/8	3/8	"
FORECASTLE SIDE PLATING	ICE STIFFENING SHELL PLATING FROM 144 TO STEM FROM 4'-0" BELOW LIGHT LINE TO 1'-0" ABOVE LOAD LINE INCREASED TO 1" 00						SINGLE	7/8	3/2	ONE	7/8	3/8	"
	44 1/4												

WATERTIGHT BULKHEADS.					
FORGINGS AND CASTINGS.					
STIFFENERS.					
STEEL.					
Total No. of W.T. BULKHEADS in Vessel - 8 ✓					
Extending to Upper Deck (Sec. 3 c) 1 ✓					
" Deck next below 7 1/2 DIVISIONAL W.T. BULKHEADS IN UPPER TWN DKS. ✓					
As per Rule 7 ✓					
FRAME 100 MIDSHIP BULKHEAD, Upper tween decks .....	26 ✓	63 x 40 BA ✓	3 1/2 ✓		
" " Second " .....	27 ✓	73 x 33 BA ✓	3 1/2 ✓		
" " Third " .....	✓				
" " Holds .....	46 ✓	10 x 3 1/2 x 50 BA ✓	3 1/2 ✓		
COLLISION " (in Hold) .....	51 ✓	8 x 3 x 36 BA ✓	2 1/2 ✓	3 SEMI-BOX BEAMS ✓	
AFTER PEAK " .....	45 ✓	63 x 44 BA ✓	2 1/2 ✓	3RD DECK ✓	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (OPEN HEARTH) ✓					
STEEL. LANARKSHIRE - COLVILLE - STEEL CO OF SCOTLAND - DORMAN LONG.					
Has the Steel been tested as required by the Rules? YES ✓					

EQUIPMENT No. 50632					
LETTER 24					
ANCHORS.					
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.
29326	1st Bower	87 2 0	87 2 0	62 5 0 0	85 1/2
29320	2nd "	86 1 14	86 1 14	61 17 2 0	85 1/2
29321	3rd "	74 0 14	74 0 14	56 0 0 0	73 1/2
60218	Stream	25 1 14	25 1 14	25 1 2 7	25

CHAIN CABLES.					
HAWERS AND WARPS.					
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size per Table 53.	Description.
20905	237 1/2	2 7/16 116 7/16 163 3/8	801 3 0	989 0	300 2 9/16 STUD LINE
20347	59 5/8	" " "	198 2 1/4		" " "
	297 1/2	" " "	1000 1 1/4		" " "
	120	4 3/4	64 6	120	4 3/4

Steering Gear, Type (Power or hand) ELECTRO-HYDRAULIC BY BROWN BROS. Alternative Means of Steering TWO MOTORS ON MAIN GEAR.

Steering Chains (Size and Test) GEAR AFT-TELE MOTOR CONTROL Windlass ELECTRIC BY CLARKE CHAMPMAN 3 LIFEBOATS @ 24' Boats 1 " @ 30' WITH MOTOR.

Ceiling in Holds, thickness and material 2 1/2" W. POVER LIMBERS ONLY Cargo Battens, thickness, material and spacing 6 x 2 W. P @ 15 CENTRES.

Cargo Hatchways. (Upper Deck) STEEL COAMINGS 31" x 42" HIGH. STIFFENED Thickness of Hatches MACHINING STEEL SLIDING COVERS SEE APPROVED PLANS.

Size of Hatchways No. 1 (Fwd.) 20' x 3' 16' No. 2 33' x 9' 21' No. 3 38' x 6' 21' No. 4 27' x 6' 21' No. 5 33' x 0' 21' No. 6 27' x 6' 21'

Number of Shifting Beams BOX BEAMS (PORTABLE) FITTED AT NOS 2, 3, 4 & 5 HATCHES ONLY.

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil 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 (where required to be inserted in the Notation).

This vessel has been built in conformity with the Society's Rules & Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The materials & workmanship are of good quality. All the double bottom tanks, fore & aft peak tanks, deep tanks, diesel oil, boiler oil & settling tanks & fresh water tanks were tested as required by the rules & found satisfactory. The weather decks, watertight flats, watertight bulkheads & tunnel were hose tested & found satisfactory.

The freeboard has been verified & the marks cut in on the vessels sides. The pumps, steering gear windlass, bilge suction, W.T. doors were tested & found efficient.

Oil fuel is carried in No 3 & 4 double bottom tanks also in double bottom tanks under turbine machinery & deep tank under boiler & in side settling & fuel tanks. Sec 20 of the rules has been complied with. Radar fitted by W. H. Smith & Co Manchester. Type of set No 268

Fees applied for.					
The amount of Entry Fee .....					
FREEBOARD	11 0 0	20 0 0	15 Nov. 1946		
Special Survey Fee	445 12 0				
DAMAGE	10 10 0				
Travelling Expenses, if any £					
I am of opinion the Vessel should be Classed +100 A.1. WITH FREEBOARD					
State whether the Vessel has been built under Special Survey YES					
Certificate sent to GREENOCK OFFICE Date of issue 15/12/46					
Committee's Minute GLASGOW 12 NOV 1946					
Character assigned - 100 A.1 10.46					
Rhydys arc.P. with freeboard					
Fitted for oil fuel 10.46					



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 scantlings of the W.T. Bulkheads are based on a height to the second deck and 7 divisional W.T. bulkheads have been fitted in the upper tween decks.

No 2 upper & lower tween decks, No 3 upper tween decks, No 5 upper, main & lower tween decks also No 5 hold b. side (forming evaporator room) have been insulated.

The plans of midships section & profile & decks as built, also approved plans & forging reports are forwarded herewith.

This vessel is similar to the T.E.W. BEAVERGLEN. LITHGOWS No 1002. GRK REPORT No 23322.

The length of the cable fitted is 297 1/2 fathoms instead of 300 as per rule. It is submitted that this could be accepted in view of the weight being above that required by rule.

DAMAGES (1) Fire damage <sup>PORT SIDE</sup> caused by fire in No 2 hold on May 10<sup>th</sup> 1946. four plates on watertight bulkhead cropped about 6'-0" from tank top and renewed. two bulkhead plates faired in place. several stiffeners faired in place. two 3<sup>rd</sup> dk plates renewed, two 3<sup>rd</sup> deck plates faired in place, one beam faired in place. Deck girder faired in place & compensated by side plate from bulkhead to pillar.

(2) Damage to steel strake side No 1 hold caused this vessel colliding with entrance to Jones Watt Dock one steel plate faired in place, one channel frame cut for about 10 feet & part renewed both being welded & fitted with straps.

(3) One plate on B STRAKE P SIDE IN No 1 DEEP TANK faired in place cause of damage unknown. No 1 deep tank tested on completion. riveting & caulking in aft steel bar to tank end overhauled & made good.

(4) Damage caused by collision with H.B. Jalarijan on Sept 25<sup>th</sup>. Starboard side fore of bridge, handrails released & faired and two airpipes renewed.

Shell & bulkheads in way of above damages were tested on completion of repairs.

PARTICULARS OF ELECTRIC WELDING (if employed) Rudder, Cruiser Stern, gusset plates to margin, double bottom margin butts, chock plates, machinery seating & a few minor items.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book CRUISER STERN: LLOYDS AN C.P.: D.F.: E.S.D.: G.Y.C.: RADAR: REFRIG. MACHY.: FITTED FOR OIL FUEL 10,46 F.P. ABOVE 150°F. COLLISION BND TO WEATHER DK, 7 W.T. BND'S TO 2<sup>ND</sup> DK & 7 DIVISIONAL W.T. BULKHEADS IN UPPER TWEEN DKS.

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

1st Bower 54.3.14 J.H.J.: 6799: 14.3.45: ✓  
2nd " 55.0.14 J.H.J.: 6939: 4-5-45. ✓  
3rd " 45.3.14 J.H.J.: 6851: 28-3-45. ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 40.4 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 180,954

Signal Letters

Extreme Breadth over Belting 64.25

Over-all Length 497.47

No. and Material of Decks 2 DKS: 3<sup>RD</sup> DK EXCEPT IN No 1 HOLD. ST.

Parts of Bottom of Vessel coated with cement or approved composition CEMENT WASH IN D. BOTTOM WATER BALLAST TANKS, IN FRESH WATER FORE & AFT PEAK TANKS. ✓ (N.B OIL FUEL UNDER BOILER) ✓

Particulars of composition (if fitted) and of approval NONE ✓

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	S.W. Water Capacity.	Where Fitted.	Length.	S.W. Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, UNDER ENGINES	93.5	291 ✓	Fore peak tank		
Double bottom, under Engines and Boilers,			UPPER FORE PEAK TANK		528 ✓
Double bottom, if under Engines only,			After peak tank		578 ✓
Double bottom, if under Boilers only,			UPPER AFT PEAK TANK		511 ✓
Double bottom, forward,	185.75	802 ✓	Deep tank, AMIDSHIPS	CR 35.75 ✓	475 ✓
Total length (if continuous) and Capacity		1093	Deep tank, forward,	SIDE 24.75 ✓	181 ✓
			Other tanks, if fitted, IN WAY OF TUNNEL	59.5 ✓	166 ✓

Order for Special Survey No. 3518.

Date 24<sup>th</sup> MARCH 1944.

Dates of Surveys held while building

(1944) JUNE 28. JULY 7. 24. SEPT. 12. OCT. 11 (1945) FEB. 23. JULY 21. 24. 27. 31. AUG. 6. 13. 21. 28. SEPT. 6. 18. 25. 26. OCT. 2. 3. 4. 16. 18. 19. NOV. 7. 12. 13. DEC. 4. 5. 6. 7. 10. 12. 13. 17. 18. 20. 27. 28. (1946) JAN. 4. 7. 8. 9. 10. 14. 15. 17. 18. 23. FEB. 4. 6. 7. 8. 11. 12. 13. 14. 15. 18. 19. 20. 21. 25. 26. 27. 28. 29. APRIL 1. 2. 3. 4. 5. 9. 10. 11. 12. 15. 17. 18. 19. 22. 24. 25. 26. 29. 30. MAY 1. 2. 3. 6. 7. 8. 9. 10. 13. 14. 15. 16. 17. 20. 22. 23. 24. 27. 28. 30. JUNE 3. 5. 10. 12. 20. 24. 25. 26. 27. JULY 5. 10. 15. 16. 19. 22. 24. 25. 30. AUG. 2. 6. 7. 8. 12. 13. 14. 15. 20. 21. 23. 27. SEPT. 2. 3. 5. 16. 17. 18. 19. 23. 24. 27. 28. OCT. 1. 3. 8. 19. 17.

Total No. of Visits 143.