

STEEL STEAMER or MOTORSHIP.

Received at London Office 18 MAR 1925

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 *16.3.25*Port of *Glasgow*No. *44501*Survey held at *Glydebank*Date First Survey *19.3.24*Last Survey *13.3.25*

19

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

T.S.S. PRINCESS MARGUERITE (STEEL)

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

COMPLETE SUPERSTRUCTURE WITHOUT TONNAGE OPENINGS

State Type of Erections CONTINUOUS TWEEN DECKS

TONNAGE under Tonnage Deck

*2088.70*CLASS *100A1*State if with freeboard as condition of Class *YES*Built at *Glydebank*

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

1470.66

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

L *350*Launched *Sept. 27. 1924* Yard No. *505*

Total

3559.36

Breadth (greatest moulded)

B *60*Builders *John Brown & Co. Ltd.*

Gross Tonnage

5875.12

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

D *28.9*Owners *Canadian Pacific Ry. Co.*

Register Tonnage

*2719.03*1st Longitudinal Number (L x D) = *10063*

Managers

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

2nd Numeral L x (B + D) = *31063*Residence *Montreal*

REGISTERED DIMENSIONS.

FEET.

Length

350.10

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

16.25

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

*12.2*Port of Registry *Victoria B.C.*

Breadth


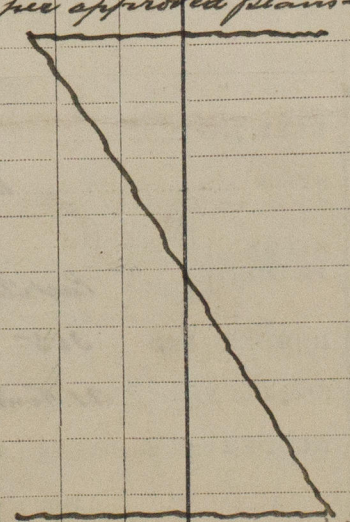
*60.15*Do. *Long Bridge to top of keel**9.6*

If surveyed while building, afloat, or in dry dock

Depth

*17.10*Draught Moulded *17.7 1/4**While 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.
FRAMES, Spacing amidships	<i>28"</i>	<i>✓</i>	Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>26"</i>	<i>✓</i>	" " Reversed Frame		
" " in peaks	<i>24"</i>	<i>✓</i>	" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>40 x 44</i>	
Frame Amidships, Angle <i>E or C</i>	<i>4 x 3 x 32</i>	<i>✓</i>	" " top Angles <i>(2)</i>	<i>3 x 3 x 44</i>	
" " Extends up to	<i>Main deck</i>	<i>✓</i>	" " bottom Angles <i>(2)</i>	<i>3/2 x 3/2 x 52</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>one . 34</i>	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>46 x 40 1/2 in. carried along the out</i>	
Depth of Framing Girder	<i>4</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>3/2 x 3/2 x 36</i>	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or C</i>	<i>5 1/2 x 3 x 32</i>	<i>✓</i>	" " Bracket abaft $\frac{1}{4}$ len. from stem	<i>3/2 x 3/2 x 36</i>	
" " Second 'tween Decks, Angle <i>E or C</i>	<i>✓</i>		" " Vertical Angle to Tank side	<i>3/2 x 3/2 x 36</i>	
" " Third " " " "	<i>✓</i>		" " Bracket forward $\frac{1}{4}$ len. from stem	<i>3/2 x 3/2 x 36</i>	
Framing in Peaks, Angle <i>E or C</i>	<i>5 1/2 x 3 x 32</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>none</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 x 3/4 @ 7 x 5 1/2 dia.</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>none</i>	
State if Frame Joggled	<i>yes</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>5 1/2"</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Not frame panting stringer as per approved plan</i>	<i>✓</i>	INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Extra intermediate frames increased in size close spaced, riveting, shell thickness increased as per approved plan</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>60 x 40</i>	
SINGLE BOTTOM.			Thickness of remainder in Holds	<i>36</i>	
Floors, Depth and thickness at mid-line in Holds			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>	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, <i>E or C</i>			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or C</i>	<i>7 x 3 x 32</i>	
" " " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle, <i>E or C</i>		
" " " Foundation Plate on Floors			Spacing	<i>28"</i>	
" " " Flat Plate Keel Angles			MAIN Second Deck, amidships, Angle, <i>E or C</i>	<i>4 x 3 x 32</i>	
Side Keelsons, No. each side			Spacing	<i>28"</i>	
" " thickness of Intercoastal Plate			ORLOP Third Deck, amidships, Angle, <i>E or C</i>	<i>6 1/2 x 3 x 36</i>	
" " Angles			Spacing	<i>28"</i> (see letter)	
DOUBLE BOTTOM.			PROM. Fourth Deck, amidships, Angle, <i>E or C</i>	<i>7 x 3 x 32</i>	
Solid Floors, thickness and spacing	<i>32 @ 28</i>	<i>✓</i>	Spacing	<i>28"</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	<i>✓</i>	Poop Deck, Angle, <i>E or C</i>		
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Spacing		
" " breadth and thickness at margin plate	<i>✓</i>		Bridge Deck, Angle, <i>E or C</i>		
			Spacing		
			Forecastle Deck, Angle, <i>E or C</i>		
			Spacing		

W1224-02481/2

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.
No. of Rows =		2						
PILLARS, No. of Rows.....		ORLOP. 6 3/8 x 9 1/2 - 5 1/2 x 7 1/2 yellow			Stringer Plate, breadth and thickness in way of Bridge .11.5.		30-26	
" in Main Deck, Size and Spacing.....		6 1/2 x 9 1/2 - 6 x 9 1/2			Thickness of Plating abreast Deck openings in way of Wells .7.2.2.		26	
" UPPER " " "		6 x 9 1/2 - 4 7/8 x 7 1/2			Thickness of Plating abreast Deck openings in way of Bridge		30	
" in Holds " "		6 1/2 x 9 1/2 - 6 x 9 1/2			Thickness of Plating within line of openings..		30	
" " " " "		super approved plan of pillar girders			If Sheathed, material and thickness		Unsheathed	
Centre Line Bulkhead.					ORLOP.			
Stiffeners and Spacing.....					Third Deck.			
Plating, thickness of					Stringer Plate, breadth and thickness.....		38-32	
					If Plated, state thickness.....		26	
STRINGERS AND DECKS.					FROM.			
Uppermost Continuous Deck.					Fourth Deck.			
Stringer Plate, breadth and thickness in Wells		40 x 34			Stringer Plate, breadth and thickness.....		50 x 38	
" " " " in way of Bridge					If Plated, state thickness		34	Exposed parts sheathed with Oregon pine 2 1/2" thick
" Angle in Wells					Poop Deck.			
Thickness of Plating abreast Deck openings in way of Wells					Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings in way of Bridge		20			Plating, Sheathing, material and thickness ...			
Thickness of Plating within line of openings...		26			Bridge Deck.			
If Sheathed, material and thickness		Covered with Linoleum 2 1/2" p.p. sheathing where exposed.			Stringer Plate, breadth and thickness.....			
MAIN Second Deck.					Plating, Sheathing, material and thickness ...			
Stringer Plate, breadth and thickness in Wells...		40 x 34			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. 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.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>45</i>	<i>.60</i>	<i>.56</i>	<i>.56</i>	✓	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3R</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>
„ DBLG. (if any)	<i>✓</i>					<i>✓</i>			<i>✓</i>	<i>✓</i>		<i>✓</i>
BOTTOM PLATING, No. of Strakes <i>4</i>	<i>66</i>	<i>.52</i>	<i>.52</i>	<i>.50</i>	✓	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3R</i>	<i>7/8</i>	<i>3/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>1</i>		<i>.52</i>	<i>.44</i>	<i>.42</i>	✓	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>		<i>✓</i>
SIDE PLATING, No. of Strakes <i>2</i>		<i>.50</i>	<i>.42</i>	<i>.42</i>	✓	<i>✓</i>	<i>3/4</i>	<i>2 1/4</i>	<i>✓</i>	<i>3/4</i>	<i>2 5/8</i>	<i>✓</i>
UPPER DECK, Sheer- strake in Wells.....	<i>62</i>	<i>.47</i>	<i>.40</i>	<i>.40</i>	✓	<i>Double & Single</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>MAIN</i> UPPER DECK, Sheer- strake in Bridge ...	<i>38</i>	<i>.50</i>	<i>.42</i>	<i>.42</i>	✓	<i>Double</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
STRAKE BELOW Sheer- strake in Wells.....		<i>.47</i>	<i>.40</i>	<i>.40</i>	✓	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>MAIN</i> STRAKE BELOW Sheer- strake in Bridge ...		<i>.50</i>	<i>.42</i>	<i>.42</i>	✓	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>PROM. ON SHEER</i> POOP SIDE PLATING	<i>49</i>	<i>.52</i>	<i>.46</i>	<i>.48</i>	<i>includes .08 ft Ceiling etc</i>	<i>Single</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>PROM. ON</i> BRIDGE SIDE PLATING ... <i>✓</i>	<i>44</i>	<i>.38</i>	<i>.40</i>		✓	<i>Single</i>	<i>3/4</i>	<i>3/4</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>Lapped -</i>
FOREC'TLE SIDE PLATING						<i>✓</i>						

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		2 (Fore peak + After peak)			
" Deck next below		6 (4 one to Orlop deck)			
As per Rule		8 Approved—			
		STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings. Spacing.		Scantlings Spacing.	
MIDSHIP BULKHD, Upper tween decks		26	4 1/2 x 34 @ 30"	✓	
"	" Second "				
"	" Third "				
"	" Holds	41-26	7 1/2 x 38 @ 30"	✓	
COLLISION	" (in Hold)	48-28	7 1/2 x 44 @ 24"	✓	
AFTER PEAK	" "	44-26	7 x 42 @ 24"	✓	peak flat
Manufacturer's Name or Trade Mark of the Steel used in the construction					
STEEL. David Colville					
Has the Steel been tested as required by the Rules? 24					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar			Flat-heel plate	
STEM			Roller 8 x 2 1/4 wheels	
STERN FRAME				
Propeller Post				
Rudder			Cast steel to pattern John Firth	
RUDDER—A x D.....		36 x 57		
Speed of Vessel.....		21 knots		
RUDDER mainpiece at head	Forging	13'	Demington Forge - upper part	
" " heel ...		9 1/2		
" how constructed			Cast steel frame, lower part, made by H. Beardmore	
" double or single plate			Single plate	
" coupling, vertical or horizontal.....			horizontal	

EQUIPMENT No. 34753											LETTER 4	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.				
87291	1st Bower ...	67	0	9	✓	✓	✓	52	5	0	0	170 1/2	Halls Patent	Swigley	Test 22/12/14 H. Green
87292	2nd „ ...	59	1	0	✓	✓	✓	47	18	0	14		Stockless	“	“ “ “ “ “
87282	3rd „ ...	56	0	0				46	0	0	0		“	“	“ 19/2/14 “
	Collective weight.	182	1	9								170-2.0			
87213	Stream	17	2	24	4	2	11	18	16	1	0	16-1.0	Common	“	Test 13/1/14 “
87225		7	0	13	1	3	15	9	7	0	21		“	“	Test 20/11/14 “
CHAIN CABLES.												HAWSERS AND WARPS.			

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.	Cwts.	Length.	Diam.					Length.	Cir.		Length.	Cir.
75761	135	2 3/4	✓	✓	841.1.16	645 3/4		270	2 3/16	Steel	Swigley	10/1/24 A. Green	TOWLINE	130	5	59	130	5
76537	135	"	✓	✓	342.2.11					Steel	"	25/9/24 "	HAWSERS & WARPS	(2) 90	8	manilla	(2) 90	8
Iron Stream Chain or Steel Wire	90	1 3/4	✓	✓	5.5.W.-			90	1 3/4					(2) 90	7	"	(2) 90	7

Steering Gear, Steam *Burtie direct steam* Steering Gear, Hand *Combined hand & steam*
Boats *16* Steering Chains, Size and Test *none* Windlass *Clark Chapman Steel*
Ceiling in Holds, thickness and material *2 1/2 W.P.* Cargo Battens, thickness, material and spacing *2" spaced 9"*
Cargo Hatchways.—(Upper Deck) *none* Thickness of Hatches *✓*
Size of No. 1 Hatchway (Forward) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*
Number of Shifting Beams and/or Fore and Afters *✓*

John Brown & Company, Limited.

Builder's Signature

John Brown & Company, Limited.
Chydabunk Secretary,

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, Secretary's letters of various dates and other respects in conformity with the Society's rules for 1923/24 for the class contemplated. — (Copy of Owner's letter sent up with Gen. rept 83 44283 on T.S.S. Princess Kathleen).*

The materials & workmanship are good. — Provision has been made for the carriage of oil fuel in specially constructed bunkers in part of the double bottom tanks in the boiler room. — These spaces have been tested with water & section 35 of the rules has been complied with so far as it applies.

All double bottom & other tanks, weather decks, bulkheads & hulls that have been tested with water & found satisfactory.

The freeboard has been verified & the freeboard marks cut in on the hull sides. The bottom has been seen in dry dock & found to be in good order.

The amount of Entry Fee £ 9 : 0 : 0 } Fees applied for, 17/3/25.
Special Survey Fee £ 346 : 17 : 6 }
FREIGHTBOARD
Travelling Expenses, if any £ 11 : 0 : 0 } Received by me, 18/3/25
I am of opinion the Vessel should be Classed *B100 A1. WITH FREEBOARD*
For Channel & Sound Service
Seattle & Skagway
State whether the Vessel has been built under Special Survey *Yes* Signature *Walter R. Buntree*
Surveyor to Lloyd's Register of Shipping.
Certificate to be sent to *GLASGOW* Date of issue *18/3/25*

Committee's Minute *GLASGOW 17 MAR 1925*

Character assigned *÷ 100 A1*
with freeboard

3 35
For Channel Service Seattle & Skagway
Lloyd's A.C.P.
+ LMC 3 35 F.D.
Fitted for oil fuel 3.25 F.P. above 150° F.

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 Official Number will not be assigned until the vessel reaches Canada & the Surveyor at Victoria B.C. has been advised.—

The following approved plan & certificates are being sent for reference—

1 Midship Section & Midship Section as built.—

1 Profile.

7 W.I. Bulkheads.

1 Sternframe & rudder.

3 Decks with pillars & girders.

4 Scuppern discharges.

2 Turbine Seats &c.

1 Pumping plan.

1 Air sounding pipes to oil fuel tanks

2 Superstructures.—

2 Deck Houses.—

1 Strengthening of bottom forward

1 Oil bunker.—

1 Fore end framing.

2 Gangway Doors.

1 1/16 scale profile.

= 32 plans & 6 Sounding & Lifting Certificates.—

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This is a sister vessel to T.S.S. Princess Kathleen - Glas report
No. 44283.—

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower ^{cut in the} 42.1.19 D.O.W. 123. 19.11.24
	2nd " 35.1.29 " " 130. 3.12.24
	3rd " 36.0.16 M.G. 185 25.7.24

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Complete superstructure,

3 deck (etc.) & promenade deck (etc.) fast sheathed - 3 tier of beam -

No. and Material of Decks (this information is to be given as it should appear in the Register Book) See above -

Official No. To be assigned in Canada ; Signal Letters —

Is bottom of Vessel coated with cement yes if not give particulars of composition —

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	63	63	Fore peak tank,	27	5 1/2
Double bottom, under Engines and Boilers ^{84.0 oil fuel}	130.66	352	After peak tank,	14	67
Double bottom, if under Engines only, ^{46.66 feed}			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	23.4	9 1/2
Double bottom, forward,	87.0	100	Other tanks, if fitted, ^{F.W. aft}		
	Total capacity of double bottom ^{480.66}	515	(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. 5605

Date

7.1.24.

Dates of Surveys held while building

1924. Mar 19. 20. 26. 31. Apr 4. 8. 14. 18. 29. May 1. 14. 21. 23. 30. June 2. 4. 6. 9. 10. 16.
Aug. 1. 5. 6. 15. 19. Sept 1. 5. 11. 16. 18. 19. 22. 26. Oct 1. 2. 3. 7. 10. 14. 15. 20. 21.
Nov 3. 7. 11. 13. 14. 24. 27. Dec 9. 11. 19. 23. 1925. Jan 6. 8. 9. 12. 15. 22. 29
Feb 3. 16. 17. 25. Mar 6. 7. 12. 13.

Lloyd's Register
Foundation