

STEEL STEAMER or MOTORSHIP.

Received at London Office

6 FEB 1928

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

Port of *Newcastle-on-Tyne*No. *82336*Survey held at *Walker*Date First Survey *17 Dec 1926*Last Survey *27 Jan 1928*On the *(State if Machinery fitted Aft and* *TWIN SCREW STEAMER "BEVERDALE"*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Full Scantling: under tonnage opening* State Type of Erections *Townsville*TONNAGE under *9188.55*
Tonnage Deck...CLASS *+100A1*State if with freeboard
as condition of Class *yes*Built at *Walker, Newcastle-on-Tyne*Do. of space or spaces
between Tonnage Dk.
and Upper Dk.Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) *L 495.0*Launched *28 Sep 1924* Yard No. *1019*Total *9188.55*Breadth (greatest moulded) *B 61.5*Builders *Sims & Armstrong Ltd. Newcastle*Gross Tonnage *9956.51*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) *D 40.5*Owners *Canadian Pacific Steamships*Register Tonnage *6004.87*1st Longitudinal Number (L x D) *= 20048*

Managers

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

2nd Numeral L x (B + D) *= 50490*

Residence

REGISTERED DIMENSIONS.
FEET.Length *502.5*Framing Depth "d," at middle of length. See
Sec. 3 (1d) *15.45*Breadth *61.9*Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel *12.23*Depth *34.55*Do. Long Bridge to top
of keelDraught Moulded *29.108*

If surveyed while building, afloat, or in dry dock

Building & 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>36</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>24</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>24</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>49 1/2 64</i>	<i>✓</i>
Frame Amidships, Angle, <i>E</i> or <i>C</i>	<i>12 3 1/2 58</i>	<i>✓</i>	" " top Angles <i>(Double)</i>	<i>3 1/2 3 1/2 59</i>	<i>✓</i>
" " Extends up to	<i>upper 24</i>	<i>✓</i>	" " bottom Angles <i>(")</i>	<i>5 5 69</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>2 46</i>	<i>✓</i>
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness <i>(Flange)</i>	<i>61</i>	<i>✓</i>
Depth of Framing Girder	<i>12</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>6 6 50</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>C</i> or <i>E</i>	<i>✓</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>6 3 1/2 50</i>	<i>✓</i>
" " Second 'tween Decks, Angle, <i>C</i> or <i>E</i>	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>4 ft. 6 in. 3 1/2 x 3 1/2 50</i>	<i>✓</i>
" " Third " " "	<i>✓</i>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
Framing in Peaks, Angle or <i>C</i>	<i>10 3 1/2 43</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>8 0 53</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>5 1/2</i>	<i>✓</i>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>yes</i>		Breadth and thickness of Middle Line Strake	<i>5 1/2 58</i>	<i>✓</i>
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>W.F.s & 2 stringers as plan.</i>		Thickness of remainder in Holds	<i>52</i>	<i>✓</i>
TRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>Double frames in D.B. / Shell increased & add intercostals to as plan.</i>		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>	<i>✓</i>
INGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>		Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>C</i>	<i>9 1/2 3 1/2 50</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " in way of Bridge, Angle, <i>C</i> or <i>E</i>	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, <i>C</i> or <i>E</i>	<i>✓</i>		Spacing	<i>every frame</i>	<i>✓</i>
" " Through Plate or Intercostal Plate	<i>✓</i>		Second Deck, amidships, Angle, <i>E</i> or <i>C</i>	<i>10 1/2 3 1/2 55</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>every frame</i>	<i>✓</i>
" " Flat Plate Keel Angles	<i>✓</i>		Third Deck, amidships, Angle, <i>E</i> or <i>C</i>	<i>10 1/2 3 1/2 44</i>	<i>✓</i>
Side Keelsons, No. each side	<i>✓</i>		Spacing	<i>every frame</i>	<i>✓</i>
" " thickness of Intercostal Plate	<i>✓</i>		Fourth Deck, amidships, Angle, <i>C</i> or <i>E</i>	<i>✓</i>	
" " Angles	<i>✓</i>		Spacing	<i>✓</i>	
DOUBLE BOTTOM.			Poop Deck, Angle, <i>C</i> or <i>E</i>	<i>✓</i>	
Solid Floors, thickness and spacing	<i>48 every frame</i>		Spacing	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Bridge Deck, Angle, <i>E</i> or <i>C</i>	<i>5 1/2 3 34</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Spacing	<i>every frame</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>		Forecastle Deck, Angle, <i>E</i> or <i>C</i>	<i>9 3 42</i>	<i>✓</i>
			Spacing	<i>every frame</i>	<i>✓</i>

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.....	2 Rows ✓		Stringer Plate, breadth and thickness in way of Bridge	51 .46 ✓	
„ in 'tween Decks, Size and Spacing.....	wide spaced, as		Thickness of Plating abreast Deck openings in way of Wells .....	.44 ✓	
„ „ „ „ „	per plan.		Thickness of Plating abreast Deck openings in way of Bridge .....	.44 ✓	
„ in Holds „ „			Thickness of Plating within line of openings...	.36 ✓	
„ „ „ „ „			If Sheathed, material and thickness .....	.50 ✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....	51 .40 ✓	
Plating, thickness of	✓		If Plated, state thickness.....	.38 aft. .44 fore? ✓	
STRINGERS AND DECKS.			Fourth Deck. Tunnel Flat.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	51 .44 ✓	
Stringer Plate, breadth and thickness in Wells	64½ .88 ✓	89 see mid sec. (see beam)	If Plated, state thickness .....	.44 .35 as plan ✓	
„ „ „ „ in way of Bridge	.89 ✓		Poop Deck.		
„ Angle in Wells	6 6 .87 ✓		Stringer Plate, breadth and thickness	✓	
Thickness of Plating abreast Deck openings in way of Wells .....	.68 ✓		Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating abreast Deck openings in way of Bridge .....	.73 ✓		Bridge Deck.		
Thickness of Plating within line of openings...	.47 ✓		Stringer Plate, breadth and thickness.....	39 .30 ✓	
If Sheathed, material and thickness .....	.50 ✓		Plating, Sheathing, material and thickness ...	.26 ✓	Sheathed 2½ in cabins. Composition in cabins.
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	51 .46 ✓		Stringer Plate, breadth and thickness.....	36 .38 ✓	
			Plating, Sheathing, material and thickness ...	.36 ✓	Sheathed under windows ✓

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No.	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	56	99	1.17	.87			Double	1	3/8	4	1+1/8	4+4/8	Lapped	
„ DBLG. (if any)														
BOTTOM PLATING, No. of Strakes		80	1.00	.75			Double	1	4	4	1	4	Lapped	
BILGE PLATING, No. of Strakes		80	.85	1.0	.70			1	4	4	1	4		
SIDE PLATING, No. of Strakes		78	.50	.51				1	4	4	1	4		
UPPER DECK, Sheer-strake in Wells.....	84	96	.54	.54				1	4	5	1 1/8	5 1/6		
UPPER DECK, Sheer-strake in Bridge ...	84	1.06	.96					1	4	5	1 1/8	5 1/6		
STRAKE BELOW Sheer-strake in Wells.....		78	.51	.51				1	4	4	1	4		
STRAKE BELOW Sheer-strake in Bridge ...		78						1	4	4	1	4		
POOP SIDE PLATING														
BRIDGE SIDE PLATING ...														
FORE'TLE SIDE PLATING			.44				Single	3/4	3	1	3/4	2 5/8	Lapped	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

WATER-TIGHT COLLISION DECK							Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.	
Total No. of W.T. BULKHEADS in Vessel—														
Extending to Upper Deck (Sec. 3 c)														
" Deck next below														
As per Rule														
		Plating Thickness.	STIFFENERS.											
			VERTICAL.		HORIZONTAL.									
			Scantlings.	Spacing.	Scantlings.	Spacing.								
a-kaff														
MIDSHIP BULKH'D, Upper tween decks		✓	✓	✓	✓	✓	✓							
(17.51 frame)														
" Second "		✓	✓	✓	✓	✓	✓							
" Third "		✓	✓	✓	✓	✓	✓							
" Holds		✓	✓	✓	✓	✓	✓							
COLLISION " (in Hold)		✓	✓	✓	✓	✓	✓							
AFTER PEAK "		✓	✓	✓	✓	✓	✓							
KEEL, Bar							✓		✓		✓		✓	
STEM							Cast? Roller		Asplan		Elastic		exp. cast.	
STERN FRAME { Propeller Post							Last plate		✓		Darlington			
{ Rudder "							Self-forging 10x4 1/2		Forge		✓			
RUDDER—A x D							211.9 x 6.58 = 1394.3		✓					
Speed of Vessel							14 knots							
RUDDER mainpiece at head ...							Forged S&H		17 5/8		✓		Darlington	
" " heel ...							"		13 2 1/2		✓		Forge	
" how constructed							2 pieces		✓					
" double or single plate							Single pl.		1.35		✓			
" coupling, vertical or							Horizontal		✓					
" horizontal							Horizontal		✓					

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin open hearth.*

Trading Lane 1st. wks. Cleveland & Co. Blackton Langham & Co. Chester 1st. wks. Bolton, Rens.

Carr's Steel. South Durham. Stewart & Co. Leeds. Rens & Partners. Appleby, Lancs.

Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 51655 ✓												LETTER f+	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.			
60473	1st Bower ...	92	1	0	Stockless			64	0	0	0	90' 0' 0'	Taylor's Dredge weight	S. Taylor & S.	Nippon 26.9.27 H.A.
60467	2nd „ ...	91	0	21	✓	"		63	12	2	0	90' 0' 0'	"	"	" 24.9.27 "
60468	3rd „ ...	90	2	21	✓	"		63	12	2	0	74' 2' 0'	"	"	" " "
	Collective weight.	274	0	42	✓							257' 2' 0'			
60474	Stream	36	1	0	✓	"		33	5	2	14	26' 2' 0'	✓	"	" 24.9.27 "

CHAIN CABLES.													HAWSERS AND WARPS.						
Number of Certificate.	Length and size supplied.		Test per Certificate. Status - Break- ing.	WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Descrip- tion.	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.			Length.	Diam.					Length.	Cir.		Length.	Cir.	
14064	300	2 3/8	120% 169%	1070	3.14	1040	0.0	300	2 3/8	Std	S. Taylor & S.	L. Nippon 11.9.27 H.A.	TOWLINE...	130	6 1/2	114	130	6 1/2	
													HAWSERS & WARPS	4@120	3 1/2	15 1/2	4@100	8 1/2	
													"	4@120	2 3/4	15 1/2			
Lead Stream Chain or Steel Wire	120	5 1/2	88					120	5 1/2	G.S.W	R. Haggis	Nippon 9.11.27		"	2@17 1/2	3 1/2	35.5		
														"	2@120	4			
														"	4@90	4			

Steering Gear, Steam *Brown Boveri* Steering Gear, Hand *Relieving tackle.*

Boats *4 Lifeboats C 28'* Steering Chains, Size and Test *✓* Windlass *Clarke Chapman & Co.*

Ceiling in Holds, thickness and material *2 1/2" up under hatches only.* Cargo Battens, thickness, material and spacing *6" 2" up. Spacing 8"*

Cargo Hatchways. (Upper Deck) *Stl. creaming plating* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *29' 3" x 20' 0"* No. 2 *36' x 20'* No. 3 *18' x 20'* No. 4 *18' x 20'* No. 5 *24' x 20'* No. 6 *30' x 20'*
N. 6A 6' 0" x 20'

Number of Shifting Beams and/or Fore and Afters *N. 1 = 4 : N. 2 = 5 : N. 3 = 2 : N. 4 = 2 : N. 5 = 3 : N. 6 = 4*

For
 SIR W. G. ARMSTRONG, WHITWORTH & CO., LIMITED.
 Builder's Signature *Steward* Director.

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, the Secretary's letters, and in general conformity with the Society's Rules. The materials and workmanship are satisfactory. The peak tanks, deep tank, wing tanks, double bottom tanks & duct keel have been tested as required by the Rules. All weather decks, w.t. bulkheads and gangway doors have been hose-tested. The windlass and steam steering gear & w.t. doors have been tried and found satisfactory. The requirements for the installation "Strengthened" for "navigation in ice", have been complied with. Plans of midship section & profile and decks of the vessel as built, are enclosed also forging reports. The other approved plans have been retained for dealing with the sister vessel under building.*

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, *4 FEB 1928*

Special Survey Fee £ 448. 18 : 6 Received by me, *20/2/28*

Shd. 13. 15. 0

Travelling Expenses, if any £ 2 : 2 : 0

State whether the Vessel has been built under Special Survey *yes* Signature *R. Langlands*

H.M. Certificate to be sent to *NEWCASTLE-ON-TYNE* Date of issue *31/3/28*

I am of opinion the Vessel should be Classed *+100 A1*
Strengthened for navigation in ice.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUES. 14 FEB 1928*

Character assigned *+ 100 A1*

Lloyd's A.C.P. + L.M.C. 1:28
F.D. Cl.
Strengthened for Navigation in Ice
Nippon
My

The Surveyors are requested not to write on or below the Committee's Minute.

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.)

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

1st Bower
2nd "
3rd "

64.0.7
63.2.14
62.1.21

Forged open flange inch steel
Lapank

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 44.5 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 Dks (stl), 3rd Qx (wll) in stl
1, 2, 3, 4 & 5 hollow. Canvas Stens: Strengthened for navigation in ice
Does not form of machinery space. up. Turn at Rk. supplied with 134. bottomed with
Official No. 149987; Signal Letters Is bottom of Vessel coated with cement filllets if not given
particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,		474	Fore peak tank,		140
Double bottom, under Engines and Boilers,			After peak tank,		213
Double bottom, if under Engines only,		155	Deep tank, aft,		✓
Double bottom, if under Boilers only,		399	Deep tank, forward,		1167
Double bottom, forward,		937	Other tanks, if fitted, as in sketch of tank		294
	Total capacity of double bottom	1965	(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.

Date

Dates of Surveys held while building

1926
DEC. 17.
1927
JAN. 6. 7. 12. 17. 19. 21. 25. FEB. 3. 7. 8. 9. 11. 16. 18. 22. 23. 28. MAR. 1. 2. 7. 16. 18. 19. 21. 24. 29. APR. 5. 7. 8. 11. 13. 14. 22. 25. 28.
MAY. 10. 22. 26. 30. JUNE. 3. 7. 9. 10. 15. 16. 17. 27. 29. JULY. 12. 26. 27. 28. AUG. 3. 5. 8. 12. 13. 18. 19. 22. 23. 24. 25. 26. 29. 30. 31.
SEPT. 1. 2. 5. 9. 12. 13. 16. 21. 22. 23. 26. 27. 28. OCT. 5. 7. 10. 11. 14. 17. 24. 26. 27. 31. NOV. 1. 3. 23. DEC. 1. 2. 5. 7. 8. 9. 15. 16. 20.
1928
28. 29. 30. JAN. 1. 2. 4. 5. 6. 7. 9. 13. 16. 17. 18. 23. 25. 26. 27.
Total No. of Visits 121