

29 JAN 1930

33616

Index No.
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

GLASGOW REPORT No 50086

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR
AWNING DECKS.Port of Survey Glasgow
Date of Survey During Construction
Name of Surveyor George Nicol*Princess Elizabeth*
Rpt. 110
33029
B.T. COPY WRITTEN
"PRINCESS JOAN"
Hull No. 5812 G. N. 639
Number in Register BookPort of Registry
and Nationality.
Victoria B.C.
CanadianOfficial
Number.
156465Gross
Tonnage.
✓Date of Build.
1930Particulars of Classification.
+100 A.1. with Freeboard for
Channel and Sound Service Seattle
and Skagway.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	353.	52.15	16.50	1866.16
Length on LOADLINE	352.0	Frame Depth Rule $\frac{5}{2} \times \frac{3}{4}$ - .33	Ceiling + .20 Sheer + .09	Peak Tanks $\frac{1}{2}$ hull
CORRECTED DIMENSIONS.	352.0	51.52	16.79	1866.16

Co-efficient of fineness $\frac{1866.16 \times 150}{352 \times 51.52 \times 16.79} = 2.61$
 Any modification necessary [Para. 4 (a) to (e)]
 Co-efficient as corrected $\frac{1866.16 \times 150}{352 \times 51.52 \times 16.79} = 2.61$
C.O.B.
 Co-efficient as corrected $\frac{1866.16 \times 150}{352 \times 51.52 \times 16.79} = 2.61$

Allowance for strength in excess of Lloyd's rules =

State particulars—

Moulded Depth as measured 19'-0" Main Deck.
 " " " 27'-9" Superstructure Spar or Awning Deck.

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

CORRECTION FOR LENGTH:—

Length of Ship on Load Line 352.0
 Length in Table 228.0
 Difference 124.0
 Correction for 10ft. 1.0
 × Difference ÷ 10 = + 7 1/2

Height of 'Tween Decks 8'-9"
 (From top of beam to top of beam at side)
 Correction for Height of 'Tween Decks in Spar-decked Ships

Freeboard Table C 1-0
 Correction for Length + 7 1/2
1-7 1/2
 Correction for Height of 'Tween Decks in Spar-decked Ships 8-9
10-4 1/2

Correction for Strength in excess of Lloyd's rules

$\frac{13}{4}$ " comparison on steel
 Correction for Deck if required $3 \frac{1}{2} - 1 \frac{1}{4} =$ 2
10-2 3/4
 Other Corrections (if any) for Amidships and 6'
Correspond to an approved all seasons
hull draught of 16'-0"
 Winter Freeboard 11-11 1/4
 Summer Freeboard
 Indian Summer Freeboard
 N. A. Winter Freeboard

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or steel deck with side

Winter Freeboard from Deck Line 12-0
 Summer " " "
 Indian Summer " " "
 N. A. Winter " " "
12-0 for all seasons

Deck Line, Wood (Steel) Deck:—

Free Water Line above centre of Disc
 Indian Summer Line " " "
 Winter Line below " "
 Winter North Atlantic Line " " "

FREEBOARD recommended amidships from centre of Disc to top of Statutory
 31 JAN 1930

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although scantlings to the upper deck, are to be considered as Spar-decked Ships.
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.
 * If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

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SURVEYS FOR FREEBOARD.

GLASGOW REPORT No 50086

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.

Superstructure

Port of Survey Glasgow
Date of Survey During Construction
Name of Surveyor George Nicol

Ship's Name. **"PRINCESS JOAN"**
Hull No. 5812 N. 639
Number in Register Book

Port of Registry and Nationality. Victoria B.C. Canadian
Official Number. 156465

Gross Tonnage. ✓
Date of Build. 1930

Particulars of Classification. +100 A.1. with Freeboard. For Channel and Sound Service Seattle and Skagway.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<u>353.</u>	<u>52.15</u>	<u>16.50</u>	<u>1866.16</u>
Length on LOADLINE	<u>352.0</u>	Frame Depth <u>4</u> Rule <u>" 5/2 "</u> <u>- .33</u>	Ceiling <u>+ .20</u> Sheer <u>+ .09</u>	Peak <u>hmed</u> Tanks
CORRECTED DIMENSIONS.	<u>352.0</u>	<u>51.52</u>	<u>16.79</u>	<u>1866.16</u>

Co-efficient of fineness 161
Any modification necessary [Para. 4 (a) to (e)]
Co-efficient as corrected lowest in Tables 68

Allowance for strength in excess of Lloyd's rules =

State particulars—

Moulded Depth as measured 19' 0" Main Deck.
27' 9" Superstructure Spar or Awning Deck.

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

CORRECTION FOR LENGTH:—

Length of Ship on Load Line 352.0
Length in Table 228.0
Difference 124.0
Correction for 10ft. 10
× Difference ÷ 10 = + 7 1/2

Height of 'Tween Decks 8' 9"
(From top of beam to top of beam at side)
Correction for Height of 'Tween Decks in Spar-decked Ships

Table B or C 1' 0"
for Length + 7 1/2
for Height of 'Tween Decks in Spar-decked Ships + 8' 9"
10' 4 1/2"

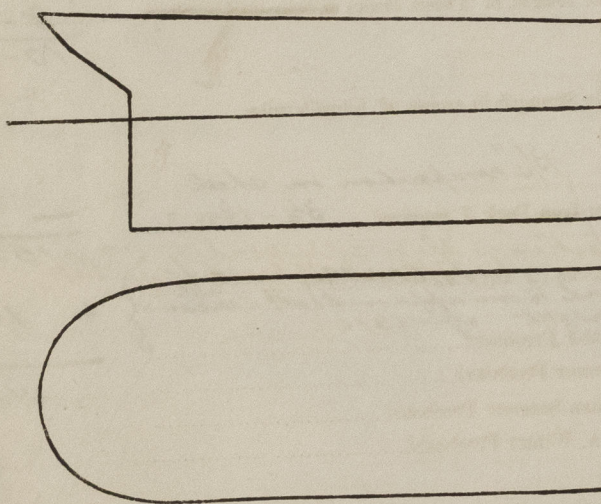
for Iron Deck if required 3 1/2
for Strength in excess of Lloyd's rules 10' 7"
for Height of 'Tween Decks in Spar-decked Ships + 1' 8 1/4"
11' 9 1/4"

for Iron Deck if required 3 1/2
for Strength in excess of Lloyd's rules 10' 7"
for Height of 'Tween Decks in Spar-decked Ships + 1' 8 1/4"
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for Iron Deck if required 3 1/2
for Strength in excess of Lloyd's rules 10' 7"
for Height of 'Tween Decks in Spar-decked Ships + 1' 8 1/4"
11' 9 1/4"



Show hereon line of Floors or Tank T

State any special features in the construction of the V

Builder's name and yard number

Names of sister vessels

Owners

Address

Fee £ : : Received

NOTE.—

1m,7,19. T.

FREEBOARD
31 JAN

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Lloyd's Register Foundation

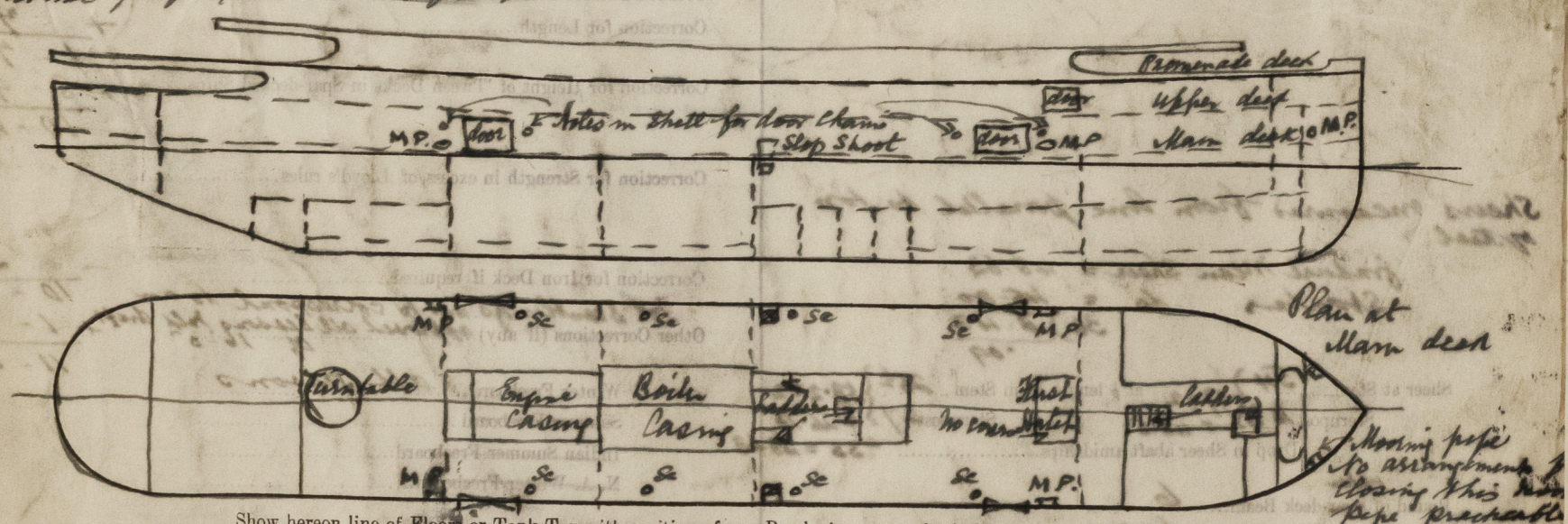
Do all the Frames extend to the top Height in the Spar deck? *Complete Superstructure deck*
 Do all the Frames extend to the top height in the Poop? *Yes*
 To what height do the Reverse Frames extend? *Across floors in double bottom*
 Has the Poop an efficient Iron Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead
 Is the Poop connected with the Bridge House?
 Has the Bridge House an efficient Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead
 What is the thickness of the Bridge Front plating? and Coaming plate?
 Give scantlings and spacing of the Stiffeners
 Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?
 Has the Bridge House an efficient Iron Bulkhead at the after end?
 How are the openings closed?
 Is the Forecastle at least as high as the main or top-gallant rail? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?
 Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by Superstructure deck*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? ☒
 Give thickness of plating; scantlings and spacing of Stiffeners ☒
 What is the height of the exposed Casings? ☒ Are suitable means provided for closing all openings in them in bad weather? *yes*
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:— *One flush Hatch at forward part of main deck, see sketch below*

Position and Size.		N-1. 12' x 9'									
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	No Coaming									
	Thickness { Sides.....	✓									
	{ Ends.....	✓									
SHIFTING BEAMS OR WEB PLATES.	Number	No web									
	Section and Scantlings	or beams									
	Material										
* FORE AND AFTERS.	Number	None									
	Section and Scantlings										
	Material										
HATCHES	Thickness	No covers									
	Remarks.....	open hatch									

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

Request form N. 9 to be forwarded to the
 The plans of approved midship section
 and outline profile, are enclosed for reference



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel *The main deck is specially adapted for the conveyance of motor cars, to which end large gangway doors are fitted in the sides. The mooring arrangements are also operated from this deck, and mooring pipes are fitted as shown in sketch. Plans showing the method of closing these openings watertight, and of closing the chain guard apertures in the gangway doors, and of the details of the Stop Shoot, were forwarded to London with the preliminary report of the T.S.S. PRINCESS ELISABETH a sister vessel of the present one by the same builders (See Gls Rept N. 50058)*

Owners *The Canadian Pacific Railway Coy.*
 Address *London*

Fee £ 8 - 6 - 8 :

Received by me *See L.R. Report.*