

STEEL STEAMER ~~OR MOTORSHIP~~

Received at London Office 16 APR 1930

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

14 4 30

Port of

Glasgow

No. 50330

Survey held at

Glasgow

Date First Survey

18 2 29

Last Survey

5th April

1930

On the

T. S. S. "PRINCESS JOAN" (Machinery fitted amidships)

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

Complete Superstructure

State Type of Erections

Complete Superstructure

TONNAGE under Tonnage Deck...

*1866-16*CLASS ** 100.A.1.*

State if with freeboard as condition of Class

with

Built at

Glasgow

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 *357.0*Launched *4th Feb 1930* Yard No. *639*

Total

Breadth (greatest moulded)

B *52.0*Builders *Fairfield S. & E. Co. Ltd*

Gross Tonnage

5257.38

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

D *27.0*Owners *Canadian Pacific Railway Co.*

Register Tonnage

*3023.18*1st Longitudinal Number (L x D) = *9477*Managers *Do.*

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

2nd Numeral L x (B + D) = *27729*Residence *Montreal*

REGISTERED DIMENSIONS. FEET.

Length

353.00

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

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

Breadth

52.15

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

12.63

If surveyed while building, afloat, or in dry dock

Depth

16.50

Draught Moulded

*16.0**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.
FRAMES, Spacing amidships	<i>27</i>		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead	<i>27</i>		" " Reversed Frame		
" " in peaks	<i>24</i>		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>36 x 44</i>	
Frame Amidships, Angle, <i>E or F</i>	<i>7 3 30</i>		" " top Angles	<i>(2) 3 3 44</i>	
" " Extends up to <i>hatch under Main Deck</i>			" " bottom Angles	<i>(2) 3 3 32</i>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>One 34</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>42 40 app 25 x 40</i>	
Depth of Framing Girder	<i>7</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>3 3 36</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>	<i>5 3 30</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>3 3 36</i>	
" " <i>Clear of Hatch Space</i>	<i>7 3 30</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>none</i>	
" " Second 'tween Decks, Angle, <i>E or F</i>			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>none</i>	
" " Third			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>5-0 x 34</i>	
Framing in Peaks, Angle, <i>E or F</i>	<i>5 3 34</i>		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 - 5/8</i>		Breadth and thickness of Middle Line Strake	<i>60 x 40 app 45 x 4</i>	
State if Frame Joggled	<i>Yes</i>		Thickness of remainder in Holds	<i>34</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>as per app 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>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Do.</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	<i>6 x 3 x 2 x 28</i>	
Floors, Depth and thickness at mid-line in Holds			" " in Wells, Angle, <i>E or F</i>	<i>Do.</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E or F</i>	<i>27</i>	
Middle Line Keelson, on Floors, Angles, <i>E or F</i>			Spacing	<i>27</i>	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, <i>E or F</i>	<i>7 x 3 x 3 x 32</i>	
" " Foundation Plate on Floors			Spacing	<i>27</i>	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <i>E or F</i>	<i>6 x 3 x 3 x 26</i>	
Side Keelsons, No. each side			Spacing	<i>27</i>	
" thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, <i>E or F</i>		
" Angles			Spacing		
DOUBLE BOTTOM.			Peep Deck, Angle, <i>E or F</i>		
Solid Floors, thickness and spacing	<i>34 - 27</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Promenade Bridge Deck, Angle, <i>E or F</i>	<i>7 x 3 x 3 x 26</i>	
Bracket Floors, breadth and thickness at middle line			Spacing	<i>27</i>	
" breadth and thickness at margin plate			Forecastle Deck, Angle, <i>E or F</i>		
			Spacing		

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.....	<i>Two rows</i>		Stringer Plate, breadth and thickness in way of Bridge		
.. in 'tween Decks, Size and Spacing.....	<i>of widely spaced solid pillars with deck girders per approved plan</i>		Thickness of Plating abreast Deck openings in way of Wells.....	<i>30</i>	
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " "			Thickness of Plating within line of openings...	<i>30</i>	
" " " " " "			If Sheathed, material and thickness	<i>laid with 1 1/4" Asphalt</i>	
Centre Line Bulkhead, Stiffeners and Spacing.....			Third Deck.		
Plating, thickness of			Stringer Plate, breadth and thickness.....	<i>38 x 32</i>	
STRINGERS AND DECKS.			If Plated, state thickness.....	<i>26</i>	
Uppermost Continuous Deck.			Fourth Deck.		
Stringer Plate, breadth and thickness in Wells.....	<i>40 x 34</i>		Stringer Plate, breadth and thickness.....		
" " " " " in way of Bridge			If Plated, state thickness		
" Angle in Wells	<i>3 1/2 3 1/2 34</i>		Peep Deck.		
Thickness of Plating abreast Deck openings in way of Wells	<i>30</i>		Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Bridge			Plating, Sheathing, material and thickness		
Thickness of Plating within line of openings...	<i>30</i>		Bridge Deck.		
If Sheathed, material and thickness	<i>3 1/2 x 2 3/4 B.C. for where exposed</i>		Stringer Plate, breadth and thickness.....	<i>45 x 38</i>	
Second Deck.			Plating, Sheathing, material and thickness	<i>3 1/2 x 2 3/4 B.C. for</i>	
Stringer Plate, breadth and thickness in Wells.....	<i>40 x 34</i>		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?		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.		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 3 3/8</i>	<i>Three</i>	<i>7/8</i>	<i>3 3/8</i>	<i>Strapped</i>	
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes		<i>50</i>	<i>50</i>	<i>44</i>	<i>App' ends 40"</i>	<i>Double</i>	<i>3/4 3</i>	<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes		<i>50</i>	<i>40</i>	<i>44</i>	<i>do do 40"</i>	<i>Do.</i>	<i>" "</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes	<i>4 1/2</i>	<i>48</i>	<i>38</i>	<i>38</i>		<i>3 Single</i>	<i>" "</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>5 1/2 x</i>	<i>50</i>	<i>36</i>	<i>46</i>		<i>Double</i>	<i>" "</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge						<i>Single</i>	<i>" "</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>40 1/2</i>	<i>42</i>	<i>36</i>	<i>42</i>		<i>Single</i>	<i>3/4 3</i>	<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>	
STRAKE BELOW Sheer-strake in Bridge												
Peep Side Plating												
Boat												
BRIDGE SIDE PLATING		<i>30</i>				<i>Single</i>	<i>5/8 2 5/11</i>	<i>Two</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>	
Forecastle Side Plating												

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel.....	<i>Six</i>
Extending to Upper Deck (Sec. 3 c).....	<i>One</i>
" Deck next below.....	<i>Five</i>
As per Rule.....	<i>app' Six</i>
	STIFFENERS.
	VERTICAL.
	Scantlings. Spacing.
MIDSHIP BULKH'D, Upper tween decks	<i>30-25 5/2 x 3 1/2 x 2 1/2 angle</i>
" " Second "	
" " Third "	
" " Holds	<i>36-30 6 x 3 x 2 1/2 23 1/2</i>
COLLISION " (in Hold)	<i>42-27 4 x 3 x 3 1/4 24 1 Semi bar beam channel</i>
AFTER PEAK " "	<i>34-30 6 x 3 x 40 25 1/2 Angled Plate B.A.</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bars.....				
STEM	<i>Rolled bar.</i>	<i>8 x 2 1/2</i>	<i>Beardmore</i>	
STERN FRAME { Propeller Post..... Shafting Box for Steel..... Rudder Post.....	<i>16 thick Steel</i> <i>Cast to Stern Company, Scotland</i>			
RUDDER—A x D.....		<i>328</i>		
Speed of Vessel.....		<i>16 1/2 K</i>		
RUDDER mainpiece at head	<i>Steel Forging</i>	<i>16-18 1/2</i>	<i>Darlington Forge</i>	
" " heel		<i>8</i>		
" how constructed	<i>Forged frame strunk on arms</i>			
" double or single plate	<i>Single</i>			
" coupling, vertical or horizontal.....	<i>Cast Steel Sleeve Coupling</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *(Open Hearth process)*
Colville & Sons Steel Company of Scotland, West, Keen & Wetherfield, Wm Beardmore & Co
South Durham Steel & Iron Co, Cargo Steel Iron Coy, Dorman Long & Co.
 Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. <i>32142</i>										LETTER <i>ST</i>	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.			
<i>91324</i>	1st Bower ...	<i>54</i>	<i>2</i>	<i>14</i>	<i>Stockless</i>	<i>44</i>	<i>0</i>	<i>1</i>	<i>7</i>			<i>53 1/2</i>	<i>Halls C.S. Head</i>	<i>Ampley & Sons</i>	<i>Ketherton 25/1/29 Green</i>
<i>91343</i>	2nd „ ...	<i>54</i>	<i>1</i>	<i>10</i>	<i>do.</i>	<i>46</i>	<i>17</i>	<i>0</i>	<i>21</i>			<i>53 1/2</i>	<i>do.</i>	<i>do.</i>	<i>do. 28/1/29 do</i>
<i>91325</i>	3rd „ ...	<i>54</i>	<i>1</i>	<i>4</i>	<i>do.</i>	<i>46</i>	<i>17</i>	<i>0</i>	<i>21</i>			<i>53 1/2</i>	<i>do.</i>	<i>do.</i>	<i>do. do do</i>
	Collective weight.	<i>172</i>	<i>1</i>	<i>0</i>								<i>160</i>			
<i>91423</i>	Stream	<i>16</i>	<i>1</i>	<i>16</i>	<i>4</i>	<i>1</i>	<i>0</i>	<i>17</i>	<i>16</i>	<i>1</i>	<i>0</i>	<i>15</i>	<i>Ordinary</i>	<i>do.</i>	<i>do. 24/1/29 do.</i>

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.	Statur.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
85704	135	2 3/16	8 1/8	120 1/2	324.0.2	608 3/4			270	2 3/16	Stud Link	Ampley & Sons	Ketherton 13/1/29 Green	TOWLINE	120	4 1/4	65 1/2	120	4 1/4
85712	135	do	do	do	330.0.11						do	do	do 24/1/29 do	HAWSERS & WARPS	2-90	8	Kemp	2-90	7
	270				658.0.13										2-90	7	"	2-90	7
Iron Stream Chain or Steel Wire	90	4 3/4		65 1/2					90	4 3/4		Bruntons							

Steering Gear, Steam and Hand by *Nash & Co.* Steering Gear, Hand *Efficient*

Boats *18* Steering Chains, Size and Test *none* Windlass *Steam by Clarke Chapman*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *2" pine, 6" spaces*

Cargo Hatchways.—(Upper Deck) *1 flush hatch (hoist)* Thickness of Hatches *✓*

Size of No. 1 Hatchway (Forward) *12' x 9'* No. 2 *none* No. 3 *none* No. 4 *none* No. 5 *none* No. 6 *none*

Number of Shifting Beams and/or Fore and Afters *none*

THE FAIRFIELD SHIPBUILDING AND ENGINEERING CO., LIMITED.
Builder's Signature *[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.

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 (F.P. above 150°F) in properly constructed tanks situated abseast and forward of boiler room, and in double bottom compartment under boiler room. These tanks have been tested under pressure as required by the Rules with satisfactory results, and the Society's Rules for the carriage of oil fuel have been complied with, where they apply. The remaining double bottom tanks, the deep tanks forward and aft, and the peak tanks, have been satisfactorily tested under water pressure. The weather decks and the bulkheads have been hose tested with good results. The freeboards have been marked on the ship's sides, verified, and cut in.

P.T.O.

The amount of Entry Fee £ 9 : 0 : 0 Fees applied for, *14 APL 1930*

Special Survey Fee £ 331 : 5 : 6 Received by me, *24.5.30* *(2340.5.6)*

Freeboard Travelling Expenses, if any £ 9 : 3 : 4 *27.6.30* *(293.4)*

State whether the Vessel has been built under Special Survey *Yes* Signature *George Nicol*

Certificate to be sent to *do.* Date of issue *28/5/30.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 15 APR 1930*

Character assigned *÷ 100A1.*

With freeboards.

4.30

For Channel Sound Services, Seattle to Skagway

Lloyd's A.S.C.P.

+ L.M.C. 4.30. F.D.

Fitted for oil fuel 4.30 F.P. above 150°F

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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 be assigned in Canada, and the Society's Surveyor at Vancouver has been requested to see that this number is inscribed on the freeboard certificates.

List of Plans

Midship Section, Vessel as built
do Vessel as approved

Profile

Outward Profile

Shell Expansion

Details of doors through Shell

gangway doors between upper and promenade decks forward

Tank top, orlop, and main decks

Upper, promenade, and boat decks

Framing, pillaring, and bulkhead profile

Rudder, stern frame, and sheers brackets

Stem Plan

Framing in boiler room clear of oil bunkers

Fore end framing and panting arrangements

After end framing and stern cant

Engine and boiler casings

Houses and casings on promenade deck

do do upper deck

do do Boat deck

General Bilge and Ballast arrangement

Quadrant and Tiller

Masts

Detail of Slop Chute

Certificates

Rudder Frame

2 "A" Brackets

Quadrant & Tiller

Stern Casting and

Boss end Castings

Vessel was placed in dry dock at Glasgow, and on examination of the bottom on 2nd April 1930, N. 1 keel plate (from forward) was found to be indented in two places on Starboard side. The cause of the damage is stated to be unknown, but it is thought it may have occurred at the time of the launch on 4th February 1930. The indented plate has been satisfactorily faired in place.

Vessel is a sister ship of the T.S.S. "Princess Elizabeth", the same builders N. 638 (see rept N. 50273)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	38. 0. 18	D.D.W. 7432.	30. 9. 29
	2nd "	37. 3. 14	D.D.W. 7434	30. 9. 29
	3rd "	37. 2. 16	D.D.W. 7433.	30. 9. 29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge 307 ft., Forecastle 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) upper dk pt W.S
3rd dk (Stl) in holds

Official No. ; Signal Letters

Is bottom of Vessel coated with cement Wash if not give

particulars of composition and fillets of cement at seams

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	42.76	32	126	Fore peak tank,	19	38	122
Double bottom, under Engines and Boilers,	83.25	175		After peak tank,	38.25	122	
Double bottom, if under Engines only,				Deep tank, aft,	31.50	98	461
Double bottom, if under Boilers only,				Deep tank, forward,	40.50	461	
Double bottom, forward,	81.0	112		Other tanks, if fitted, <u>Deep Tank amidships</u>			
Total capacity of double bottom			319	(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. 5991

Date 14. 3. 29

Dates of Surveys held while building

1929 Feb. 18. 25. 28 Mar. 6. 13. 20. 28 Apr. 4. 11. 16. 24. 30 May 13. 6. 10. 13. 17. 22 June 4. 6. 11. 13
25. 27 July 2. 5. 24. 29. 31 Aug. 14. 20. 27 Sep. 6. 25. 26 Oct. 14. 23. 25. 30. 31 Nov. 1. 5. 6. 7. 8
11. 13. 14. 17. 18. 22. 26. 27. 29 Dec. 2. 4. 6. 11. 12. 16. 17. 19. 30 (1930) Jan. 6. 7. 9. 13. 22. 24. 27
29. 30. 31 Feb. 5. 10. 14. 21. 26 Mar. 4. 7. 14. 20. 25. 27. 31 Apr. 1. 2. 4. 5 Total No. of Visits 90